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APR 28 '42

ATLANTIC FISHERMAN

VOL. XXIII

Registered U. S. Patent Office
APRIL, 1942

NO. 3

Liberty Ships NEED GOOD ROPE

From the great 10-inch hawsers to the slender halliards that keep Old Glory flying, every foot of rope aboard many of the new Liberty ships will be Columbian.

Easy handling, long wearing . . . Columbian Pure Manila Rope has an extra margin of strength. It can always be counted on to give dependable service. That's why its Red, White and Blue surface markers are so familiar a sight to the fishing trade everywhere.

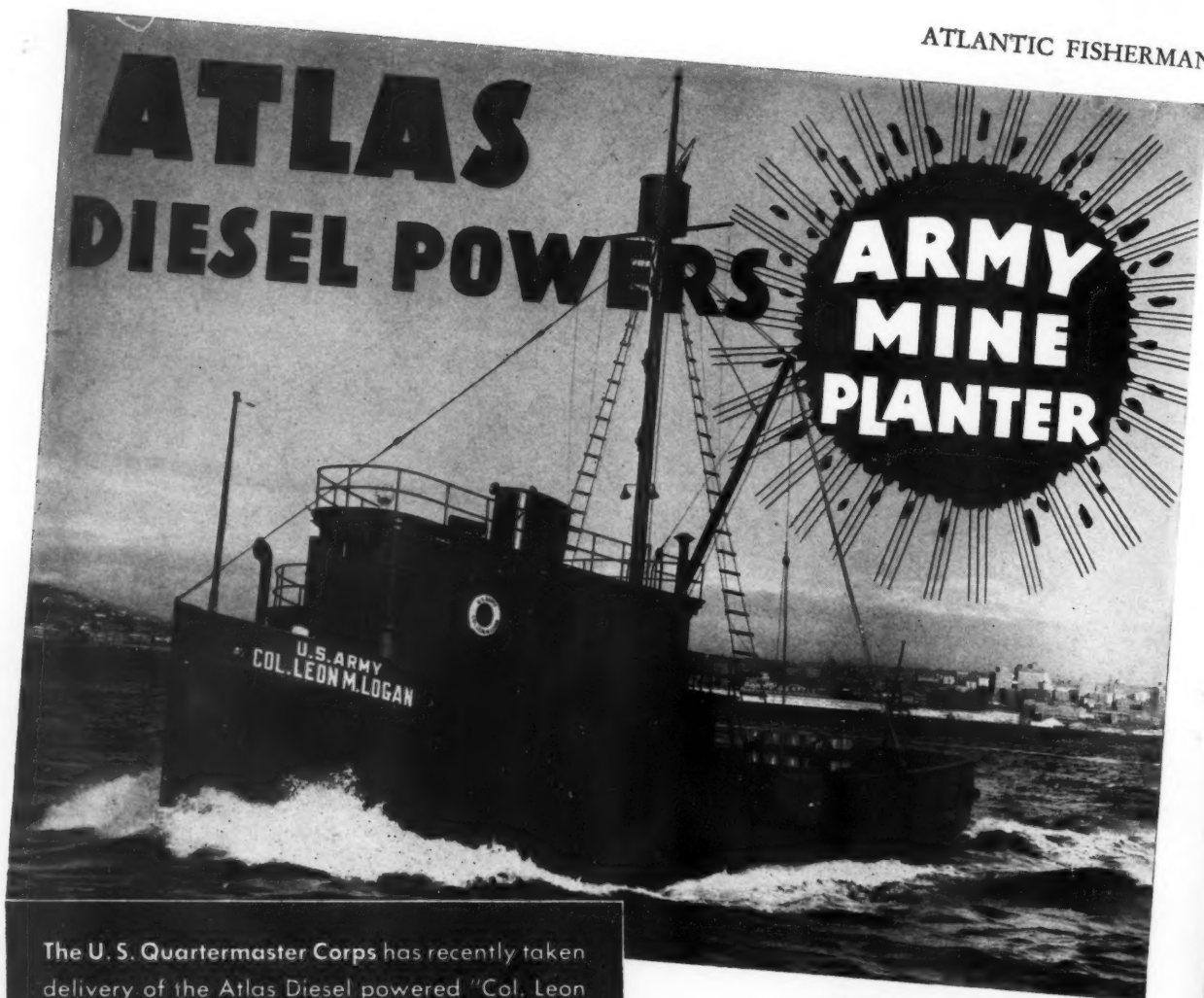


COLUMBIAN ROPE CO.
AUBURN, "THE CORDAGE KING"

Boston Office and Warehouse

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ATLAS DIESEL POWERS **ARMY MINE PLANTER**



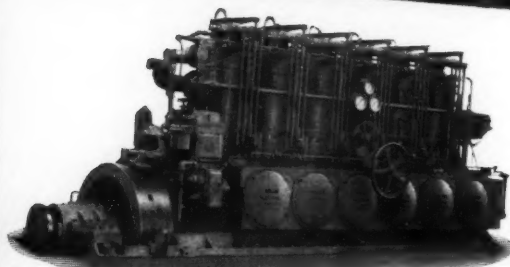
The U. S. Quartermaster Corps has recently taken delivery of the Atlas Diesel powered "Col. Leon M. Logan," which it will use as a junior mine planter and general utility vessel.

The 95' hull of this boat, built by the Western Boat Building Co., of Tacoma, is of the famous West Coast Purse Seiner design, long known for its stamina in Pacific waters.

She is fitted out to accommodate a skipper and crew of 17, with seating capacity in the hold for a considerable number of passengers.

ATLAS IMPERIAL DIESEL ENGINE CO. OAKLAND, CALIFORNIA

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EASTERN DIVISION	115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION	228 NORTH LA SALLE STREET, CHICAGO, ILL.
SOUTHWESTERN DIVISION	5726 NAVIGATION BOULEVARD, HOUSTON, TEX.

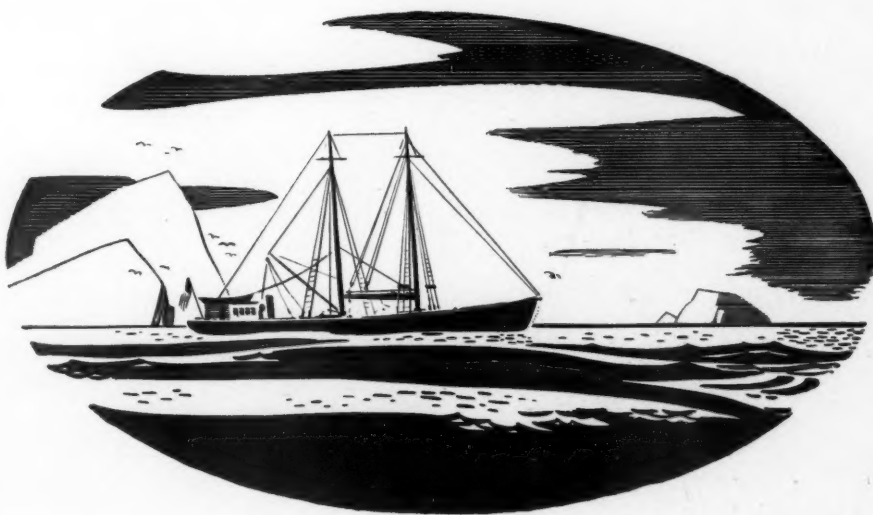


The 6 cylinder, 400 H.P. main propulsion engine is a slow speed, heavy duty Atlas Diesel which turns a 72"x56" propeller. She also carries a 60 H.P. Atlas Diesel of the stationary type which furnishes power for the auxiliaries.

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HEAVY DUTY MARINE DIESELS

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the satisfactory operation of mechanical equipment — today is a vital requirement for maximum assistance to the national war effort.

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GULF REFINING CO., PITTSBURGH, PA.**



40-Fathom-No. 5

General Sea Foods, Inc.

New 57-foot

Shrimp Trawler

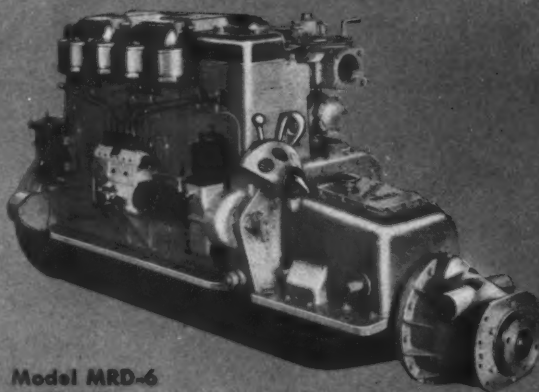
Fishing Out of

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POWERED BY

Superior



Model MRD-6
5½" x 7" — 170 H. P.

"40-Fathom-No. 5"... late addition to the Gulf Coast Shrimp Fleet of General Sea Foods, Inc., embodies in her construction the best principles and up-to-date features of modern trawler design, and this advanced hull construction is perfectly balanced by the dependable power of her sturdy Superior Diesel.

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SUPERIOR Diesels are true marine engines... built in types and sizes to fit all the needs of the fishing industry. If you are looking for dependability and all-around efficiency... get a SUPERIOR.

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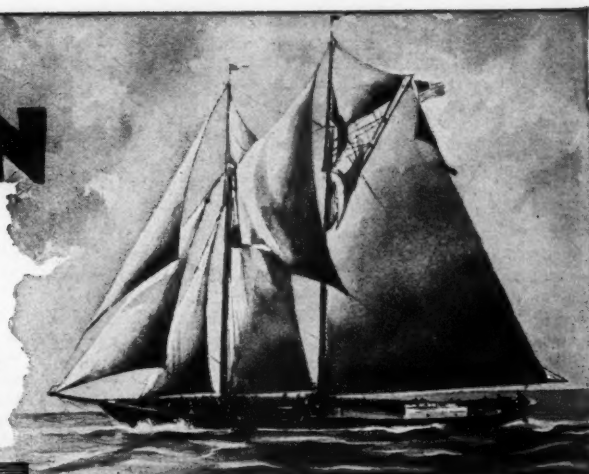
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Covering the Production and Processing of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes:



VOL. XXIII

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Continued Building and Maintenance Assured

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After a slight lessening during mid-Winter of the building pace of the last two years, the placing of new orders is again proceeding in substantial volume.

During the past month, construction has commenced in New England on several large draggers, in addition to numerous smaller craft. Similar activity is reported in other sections of the industry.

As soon as final settlement is made by the Government on fishing vessels which it has recently requisitioned, it is expected that the owners of these boats will build replacements.

While it may have been discouraging to some of those whose new boats were taken over for Army and Navy service, everyone realizes the vital need for providing the country with an adequate war fleet.

Whether the Government will ask for more fishing boats, new or old, is a question in the minds of many. It is one which is difficult for anyone to definitely answer.

From present indications, it would seem that but few if any more vessels will be taken in the immediate future, barring unusual circumstances.

One reason for this is that the Government's building program has progressed to the point where it rapidly is providing additions to its fleet. These new vessels, built for specific war duty, eliminate the need for converting fishing craft, which is sometimes a lengthy task.

Another reason is that the Government officials realize the importance of fishing boats in food production. It is, therefore, with reluctance that they requisition such boats, and it can be assumed that they do so only after weighing the question of food vs. war protection.

It has been suggested that some plan be put into effect whereby the Government would give assurance to a prospective fishing boat builder that his boat would not be taken upon its completion, or shortly thereafter. Theoretically, this might seem logical, but with the uncertainties of the present day, it is almost impossible for the Army and Navy to foresee its exact requirements. Day to day developments change the needs, and it is only being patriotic when we take the situation in our stride.

Availability of Materials and Equipment

The availability of materials and equipment for building fishing boats is of particular concern to those contemplating new boats or repairing existing ones. Up to this time, with proper procedure, no great difficulty has been experienced. Lately, however, several items, from some sources at least, have been becoming hard to obtain.

Even though the fishing industry has an exceptionally good

priority, the increase in Government orders has caused some concerns to forego everything else, at least for immediate deliveries.

However, the Government knows that the fishing industry is a vital cog in the war effort, and in urgent cases, exceptions have been made to the regularly assigned rating. In such situations, the Priority officials, upon a worthy explanation of urgency from a fishing boat owner, have extended a higher rating so that the supplier could put through the order.

Just lately, as discussed more thoroughly elsewhere in this issue, the Priority Board has provided a greatly simplified method for ordering materials for a job requiring several articles of equipment from different sources. Under the new system, which applies to new construction and repairing, a blanket A-2 rating is applied to the entire job. Then instead of obtaining a priority for each item, it is necessary only to affix a certification of the original priority to each order.

With the co-operation of the Government and manufacturers, who fully understand the importance of maintaining an ample food producing fleet, it should be possible for fishing boat owners to carry on a reasonable building and modernizing program. Of course, there may be delivery delays, and substitutions may be required for certain products. However, with careful planning and proper maintenance, it should be possible to secure sufficient equipment and supplies to operate a fishing fleet capable of maximum production.

Facilities for Building

Although many shipyards are now engaged to capacity in military building, there are still numerous yards which are able to handle fishing boat construction. Some of these have always served fishermen, others are yards formerly employed in building yachts.

It is expected that the available building space will be ample for building new vessels to replete the loss of Government-acquired boats. In fact, it may be possible to increase the size of the fleet to provide enlarged catches for meeting increasing needs of our Government and its Allies.

In view of the war conditions, it has been suggested that new vessels be constructed from designs that will suit them for either war or fishing service. As such, they would include features that would permit rapid conversion to military purposes.

Another proposal calls for the outfitting of all suitable existing fishing vessels with war equipment foundations, such as gun mounts and "ash-can" chutes. Thus the fleet would be constantly available for war service.

Such plans may sound drastic to some, but this is wartime. The watch word is preparedness, and the fishing industry must stand ready to serve as best it can.

Preference Rating Procedure Simplified

E. H. Cooley, Mass. Fisheries Assoc., Outlines the Filing of Certificates for Building and Repairs.

FOR building inventories in connection with ship repairs (not pleasure craft), Priority Form PD-300 replaces Forms PD-1C and PD-2. Form PD-300 is to be used by the management of ship repair yards, ship repair facilities, ship operators and/or owners, and ship chandlers in applying for preference ratings to secure the necessary inventory of material for the maintenance and/or repairs to ocean-going merchant ships, commercial fishing vessels, and cargo-carrying ships engaged in inland water and Great Lakes transportation; also military and naval vessels, Coast Guard vessels, vessels owned or operated by State, County, or Municipal Governments.

All PD-300 applications, requests for blank PD-300 applications, and correspondence relating thereto should be addressed to: War Production Board, U. S. Maritime Commission Representative, Social Security Building, Washington, D. C., Attention: Mr. C. R. Ellicott, Jr.

Note: The reproduction of Form PD-300 is prohibited. PD-300 forms are obtainable *only* from the Priorities Administration Branch of the United States Maritime Commission, Washington, D. C.

Emergency Ratings on Forms PD-300

Telegraphic Emergency Rating. In the event that priority assistance is required to obtain immediate deliveries of materials required for EMERGENCY repairs of ocean-going merchant ships, commercial fishing vessels and cargo-carrying ships engaged in inland water and Great Lakes transportation, and also military and naval vessels, Coast Guard vessels, vessels owned or operated by State, County, or Municipal Governments the following data should immediately be reported by telegram to the Priorities Administration Branch, U. S. Maritime Commission, Washington, D. C.:

1. Date the emergency arose—nature and cause of emergency.
2. Name of vessel and nature of the repairs.
3. Material required for the emergency ship repair and quantity required.
4. The supply of such material which the applicant has on hand.
5. Names and addresses of suppliers from whom the emergency repair material is to be obtained, and your order numbers. If the circumstances warrant, a preference rating will be immediately issued by telegram to the supplier for the delivery of such material, and the applicant will be notified by telegram to that effect.

PD-300 forms to confirm the Telegraphic Emergency Rating assigned, will be prepared by the Priorities Administration Branch of the United States Maritime Commission and will be mailed in quadruplicate to the applicant for his signature. The applicant will immediately return the signed set of PD-300 forms, which will then be executed and the respective copies forwarded to the applicant and supplier by the Priorities Administration Branch, United States Maritime Commission.

To Secure Supplies for Specific Jobs Where Materials Are Not Available in Applicant's Inventory

(It is to be noted that a boat owner, unlike a ship chandler, in all probability would have no inventory, as in the instance of a new engine or new equipment of any kind.)

Form PD-3A replaces PD-4. The United States Maritime Commission is authorized to use Form PD-3A to assign preference ratings on materials needed for commercial fishing vessels, but in filling out the form the vessel or vessels must be named.

Equipment used in operation of marine (fishery) terminals, and plant equipment for ship repair yards and facilities are also available by the use of PD-3A.

Preference Ratings are thus available for new construction as well as for repairs. These forms are serially numbered and are available only from Washington, and cannot be reproduced.

PD-3A carries a certification which when properly authenti-

cated by the Government department assigns a rating to the particular work to be done. This certification enables the rating to be extended, such certification being written, typed or printed on the original order which anyone having the preference rating sends to his supplier. The certification may be printed, mimeographed or typed on your original order or on a separate sheet of paper and fastened to the original order.

Since PD-3A is a form that was designed for Government use, special instructions are necessary for the fishing industry to use it. This form is issued in quintuplicate, and is serially numbered. It must be obtained from the War Production Board in Washington. Address Mr. I. R. Whiteman, A.N.M.B., Washington, D. C. Instructions for filling out:

Line 1, "Issued to." This line is not your supplier, but would be your own company name (not an official of the company).

Line 2, "Address," is your company's address.

Do not fill in Lines 3 and 4.

Line 5, "Items covered by this Certificate." Fill in delivery date and quantity of each shipment—this does not necessarily mean that each item will be listed singly. You will note the word "shipment."

The value of each "shipment" is the value of the complete repair job including material and labor.

In the column headed "Description,"

(a) If specific items are ordered, list them. Give name or names of boats.

(b) If general repairs, including a number of specific items, use the wording "Repairs to fishing trawler(s).....," giving name or names of boats. It is to be noted that PD-3A is not limited to one supplier, but that a priority rating granted under a certified PD-3A form covers the job, no matter how many different suppliers you may order from to complete it.

It is to be noted further that there is no name of any supplier given on this form, but that the priority rating is given to the job itself, the limits being established by you when you fill out the value of the job, since a total in this column indicates the coverage of the priority granted.

Line 6, "Authentication." The first line is the name of the official who represents your company. Fill in the date on the line provided underneath. The two lines on the right under Line 6 are left blank as these are to be filled in by a Government official.

Line 7, "Preference Rating." Fill in A-2.

Leave space for ANMB Code No. blank.

Leave space "Urgency Standing No." blank.

Certification

On the reverse side of the blank under "Certification" fill in "Rating" A-2. ANMB Code No. leave blank. "Serial No." fill in with the number of the blank which you are using. "Government Agency" leave blank. "Contract No." leave blank. After "Prime Contractor" fill in your own company name. The person to whom you "send the certified copy of purchase order" should be filled I. R. Whiteman, A.N.M.B., Washington, D. C.

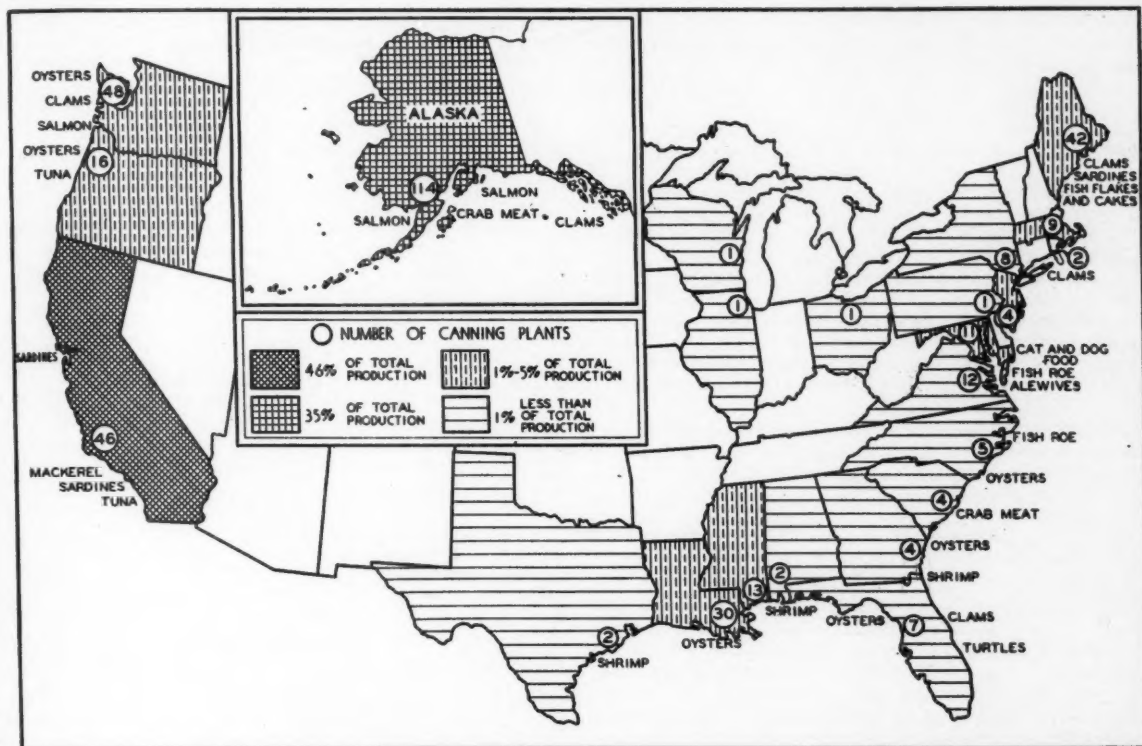
Sign this with your company name on the line "Name of purchaser," with your signature on the line below with your title.

Give your address and the date on the lines provided.

This certification, when your copy comes back from Washington, is the one which you will put on or attach to the orders which you place with your suppliers for the material that you have covered on this blank.

PD-3A is in quintuplicate; the first or original must carry your pen and ink signature under Line 6, but the remaining four sheets may have your name either typed or stamped. Likewise, the original must also carry a pen and ink signature under the "Certification" on the back.

(Continued on page 23)



U.S. TARIFF COMMISSION Feb., 1942

Canned fish and shellfish—1940. Percentage distribution of total production by States, and number of canning plants in each State. Total production, 696 million pounds, packed in 383 canneries.

Opportunity for Fish Canning Expansion

IN connection with the possibilities of expanding the fish canning industry to provide for increased Government and civilian demand, the United States Tariff Commission has made a complete study of all pertinent information. In this article there are presented various facts of particular interest to the industry of the Atlantic and Gulf Coasts.

Imports, which normally averaged 60 million pounds a year and came mainly from Norway and Japan, have been almost entirely cut off. Exports, averaging 100 million pounds annually, no longer move in appreciable quantities through normal commercial channels, but substantially greater quantities are shipped abroad under the Lend-Lease program. The domestic pack, averaging 650 million pounds annually, increased sharply in 1941—more than enough to make up the deficiency in imports. However, the large Government purchases, a strong consumer demand, and the prospect of a small pack during the 1942-43 season have caused prices to reach high levels.

The prospect of a small future pack appears to be the primary cause of current price increases. Three of the leading canned products, Alaska salmon, California sardines, and California tuna, are expected to be especially scarce late in 1942. According to present estimates the salmon pack will fall off 30 percent, the California sardine pack 50 percent, and the California tuna pack 60 percent.

A program to alleviate the situation has been proposed, subject, of course, to its being consistent with the prosecution of the war. Among the suggestions set forth are the following:

(1) Decentralize canning so that each small fishing port may supply some canned fish in the event exposed canning centers are put out of service as a result of enemy activity. In this connection all sheltered areas, such as Chesapeake Bay, should be given special consideration.

(2) Canvass all coastal fruit and vegetable canneries with

a view to their packing some fish during periods when they are not occupied with their usual canning operations.

(3) Pack, wherever practicable, supplies of low-cost fish, such as menhaden and sea herring, not now being utilized for canning, if restrictions on the use of cans for such products are relaxed.

(4) Expand Government fisheries laboratory facilities, so far as practicable, to (a) permit more research on the problems of canning little-utilized species, and (b) permit, in view of rapidly increasing restrictions on the use of tin for canning, more extensive exploration of the possibilities of salting and drying.

Summary of Production and Potential Supply

In 1939, which may be regarded as a normal year, the United States catch of fish and shellfish approximated 4,432 million pounds, of which 419 million consisted of shellfish. Direct consumption in the fresh fish market and by food processors amounted to 2,736 million pounds, or 62 percent of the total; rendering plants utilized the remainder in the production of meal and oil.

Of the 2,736 million pounds used for food, 1,171 million pounds were used by canners, 70 million by salters, 62 million by smokers, 20 million by driers, 292 million by freezers, and 1,121 million by the fresh-fish trade.

The 1,171 million pounds used by canners yielded 628 million pounds of canned goods. If the entire catch (4,432 million pounds) had been converted into canned goods the pack would have amounted to 2,272 million pounds, or about 3-3/5 times the normal pack.

Atlantic Sardines

The canning of sardines on the Atlantic coast is confined to the State of Maine. Production has fluctuated widely during the past 4 years, from 17 million pounds in 1938 to 54 million

in 1939 and to 77 million in 1941. Some of the raw material, fresh sea herring, is caught locally and some is imported from Canada; in 1939, the total cannery consumption of fresh sea herring was 120 million pounds, of which 94 million was from domestic fisheries and 26 million was imported. All of the catch is canned, or is otherwise utilized in the production of food products, as contrasted with the California practice of using substantial quantities of whole fish for rendering.

The cannery capacity in Maine is large. Without the addition of much equipment, production increased from 17 million pounds in 1938 to 77 million in 1941 under the stimulus of Government purchases and rising prices in the civilian market. In some years, however, the runs of fish are small. Hence the total canning capacity can not always be utilized. Moreover, the imports of raw material from Canada may be somewhat curtailed as a result of the expansion of the Canadian sardine canning industry in response to the war demand in that country and in other parts of the British Empire.

Atlantic Herring

Atlantic sea herring (*Clupea harengus*) when large or mature, are salted, smoked, or used for fishing bait (the small or immature fish of this species being canned as sardines). These large herring however, are also suitable for canning and at some seasons are very abundant off the coast of New England. During 1941 a small pack was put up in Maine and sold to the Government for distribution under the Lend-Lease program.

Atlantic Mackerel

Atlantic mackerel, more highly regarded than the Pacific species, because of its higher oil content and other qualities, is in greatest demand for immediate consumption as fresh fish and, to some extent, as salted fish. The demands of the fresh- and salt-fish trades usually keep the price of the Atlantic species at such a high level that canning is done only when supplies are excessive.

Cod, Haddock, Hake, Pollock, and Cusk

Fish flakes. The groundfish (cod, haddock, hake, pollock, and cusk) produce the canned product known as fish flakes. Fish flakes consist of the flesh of the fish, free of bones, drained of all free liquor to give a fairly dry pack. Production amounts to about 2 million pounds annually, all in New England. Under normal conditions any increase in the pack would be at the expense of the trade in fresh, frozen, salted, and smoked groundfish. In 1939 the catch of groundfish was 360 million pounds, of which 327 million was used fresh or frozen, 24 million for salting, 6 million for smoking, and 3 million for canning. Under war conditions there is little prospect of any surplus of groundfish for the canning branch of the industry.

Fish cakes, balls, etc. In addition to canned fish flakes prepared from groundfish, some canned fish cakes are produced. These consist of a mixture of groundfish (principally haddock), potatoes, and salt, the raw fish material consisting of whole salted fish and trimmings from the manufacture of boneless salt fish.

Production of fish cakes, balls, etc., approximates 5 million pounds annually. A much larger output is possible in the United States and even a slight increase in price would probably cause expansion of the industry. Moreover, the volume of sales of the product indicates that it is much more popular than fish flakes made from the same species. Also, the canned-fish-cake industry does not compete directly with the domestic fresh groundfish industry for its raw material, salted haddock and cod, most of which is obtained from Canada, Newfoundland, and Iceland, where potential supplies are large.

Alewives

In recent years the pack of alewives or river herring has ranged from 1 to 2-1/2 million pounds annually, and the pack of alewife roe from 1-1/3 to 2 million pounds. This species and its roe were first canned commercially as part of the food-conservation program during World War I. It is a relatively low priced fish and is used most extensively for salting as a substitute for salted sea herring. In 1939 the production of salted alewives was 12 million pounds; in the same year, 1.1 million pounds of fish and 1.5 million pounds of roe were canned.

Based on normal operations an increase in the pack of canned alewives would draw from the supply of fish used for salting. However, by more intensive fishing the catch could probably be increased substantially. As this species is abundant in pro-

TECTED waters, mainly Chesapeake Bay, the problem of increasing the fishing activity would not be so difficult as in the more exposed coastal areas.

Shellfish

The United States production of canned shellfish (excluding chowder and soups) amounted to 35 million pounds in 1939, and consisted mainly of shrimp, oysters, clams, crabs, terrapin, turtles, squid, and sea mussels. It is probable that any large expansion in canning of these species, except squid and sea mussels, could be accomplished only at the expense of the trade in the fresh article.

Species Not Now Canned for Market

A great variety of fish and shellfish have been canned commercially. The combined catch of such species was 1,270 million pounds in 1939. Hundreds of varieties are included in this quantity; the principal varieties, however, comprising 74 percent of the total, are menhaden, flounders, rosefish, croakers, halibut, whiting, mullet, and squeteague (sea trout). Failure to produce commercial packs from these and other species has been due to various causes, for example, (1) lack of private capital to do the necessary canning research and to promote the product against consumer resistance, (2) high cost of raw material, (3) excessive loss of moisture in the canning process, and (4) development of harmful substances in the cans after packing. Also, the supply of certain species is inadequate to support a canning industry in addition to furnishing the demand for fresh fish. However, at least one major difficulty was encountered when each canned fish now well established was first put on the market. Therefore, it may be assumed that almost any species may be canned commercially for war needs. The World War of 1914-18 induced the first commercial canning of alewives (river herring) and alewife roe, and led to the large-scale packing of California sardines; all of these have since been canned regularly.

Menhaden

Of all species not now canned, the menhaden is available in largest supply. The catch in 1939 was 575 million pounds, all of which was used in the production of meal and oil. If canned, this quantity would have produced 288 million pounds of finished goods. However, the menhaden-fishing vessels are not equipped with refrigeration and a large part of the catch, when landed, is not fresh enough to produce a satisfactory canned product. Under present conditions of production, therefore, the quantity available for canning would be substantially less than the total catch. The production of fish oil and fish meal are important in our war economy, and this phase requires consideration in any program designed to divert fish to canning.

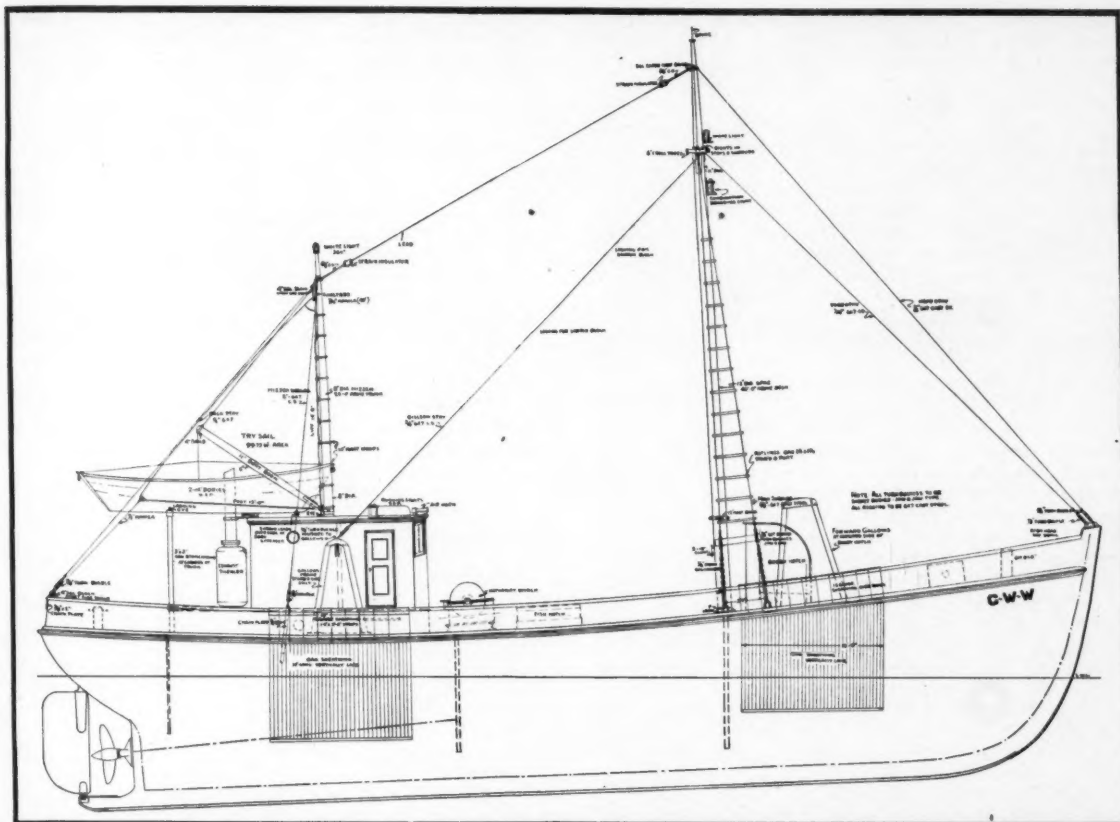
Menhaden were canned commercially at least as early as 1874, and in 1 year the pack amounted to 500,000 cases. For unknown reasons the canning of menhaden was discontinued, but in 1918, as part of the war effort, several technologists of the Fish and Wildlife Service reported the successful packing of menhaden in tomato sauce, a process which they recommended as preferable to packing without sauce.

Rosefish

Rosefish, a species formerly discarded at sea by the New England fleet, is now landed in large amounts, the landings at Boston, Gloucester, and Portland being 78 million pounds in 1939, 84 million pounds in 1940, and 139 million pounds in 1941. This species is at present used entirely for the production of fresh and frozen fillets. However, it may be suitable for canning and according to unofficial reports there have been some experimental packs put up in recent months. Because the rosefish is a small fish compared with other varieties (cod and haddock) used in the production of the bulk of the United States pack of fresh and frozen fillets, the waste in the production of rosefish fillets is much greater than in that of the other varieties named. If rosefish were canned in substantially the same manner as sardines the waste might not be so great. On the other hand, the rosefish gives up a relatively large amount of free liquor when cooked, and this disadvantage may make a dry or solid pack quite expensive to produce.

Whiting

The catch of Atlantic whiting or kingfish was 39 million pounds in 1939. Had this catch been canned, the finished products would have amounted to about 20 million pounds. One authority states that some whiting were canned prior to 1919.



Outboard profile plan of the new dragger "C-W-W", built at Camden Shipbuilding and Marine Railways Co., Camden, Me.

"C-W-W" Built for Capacity, Operating Conveniences

THE new 75-ft. dragger C-W-W made a fast plunge into the briny at her rain-storm launching in Camden, Maine on March 17. She is the product of Camden Shipbuilding and Marine Railways Co., and was built for Capt. Charles Carver, her skipper, Capt. Lew Wallace of the *Iva M.*, and Sumner Whitney, manager of the Rockland plant of F. J. O'Hara & Sons, Inc. The vessel's initialled name is derived from the three owners. She was sponsored by Beverly Manning, granddaughter of Capt. Carver.

For a dragger of her size, the C-W-W is outstanding. Every



At the "C-W-W" launching: from left to right, S. B. Parker, Jr., of the shipyard, Capt. Lew Wallace, Sumner Whitney and Capt. Charles Carver, owners of the new dragger, with Beverly Manning, the sponsor.



New dragger "C-W-W" hitting the water at Camden, Me.

construction detail is ruggedly executed, yet finely finished. Her layout is well arranged to provide commodious crew quarters, accessible placement of complete operating machinery and an exceptionally large fish hold. Of no small importance are the several unusual features and gadgets which contribute in making this boat a most desirable one in which to live and work.

The design of the boat was adapted from plans of Arthur Stevens of Boothbay by S. B. Parker, Jr., of the Camden yard, of which Richard Lyman is Pres., and Clinton Lunt, Treas.

The boat has a beam of 18' and draft of 9'. Her hull is exceptionally full, with a flareless, slightly raked stem and round stern. Both the sawn frames and the 2" planking are of oak, while the stringers are yellow pine and the decking, white pine.

The stern post is located way aft to allow for a longer fish hold. The foremast is stepped from the deck with extra heavy



The Delano model Nomansland boat being rebuilt for Capt. George Robinson at the Martha's Vineyard Shipbuilding Co., Vineyard Haven, Mass.

stays, while the mizzen mast sets on the engine trunk aft of the wheel house, and carries an auxiliary trysail. The boat is yawl rigged, and is arranged to drag from one side. Two dories are nested over the port side of the deck house, and are launched by a boom on the mizzen mast.

The deck house is particularly large and well appointed, and has rounded exterior corners. A master control station for all electric circuits is located in a box in the pilot house.

Complete steering equipment with bulkhead-type pilot house installation was furnished by the Edson Corp. It consists of an Edson-Meteor screw steerer attached to the rudder post, with extension shaft and flange couplings. It is operated by an Edson bronze geared-reduction unit in the house, connected to the shaft with bronze sprockets and chains, and furnished with a chain sprocket idler slack-adjuster. The wheel is a 36" Edson 8-spoke model.

The captain's stateroom has three port lights, one on each side, fitted with removable screens. There is a chart table that will accommodate a full chart, bunk with drawers under and locker. The radio telephone is a 25 watt, 32 volt Jefferson-Travis, supplied by Maine Coast Distributing Corp.

The fish hold has a capacity of 90,000 pounds, and is divided into 8 bins with interchangeable pen boards. The bulkheads are watertight and are filled with Fibre-glass. A special feature is the double hatch which offers extra protection for ice in warm weather. The floor is of concrete, with a center drain to the bilge line for easy sluicing.

A novel part of the fo'c's'le is a sliding table, which operates on two steel pipe stanchions, and which can be hooked to the ceiling when not in use. An escape hatch for light and ventilation is located forward of the booby hatch.

An advantageous feature that has been incorporated in the large, cork-insulated ice box is cedar sheathing, which insures greater sanitation and guards against rot. There are racks over each of the 8 bunks.

The galley is fitted out most completely. The No. 125 Shipmate range has a sliding door outlet under it for coal from an adjacent bin, which is loaded through a deck scuttle.

There is a double sink with dish bins overhead. A hinged, pull-out flour bin is provided in the ample storage space. A bilge-fitted, built-in fresh water tank with concrete lining holds 500 gallons.

The main engine is a Model 35F-10, 2 cycle, 160 hp. Fairbanks-Morse direct reversible Diesel, which incorporates a new pressure lubrication system. Fairbanks-Morse also furnished the generator, electric bilge pump, engine driven compressor, and the auxiliary compressor housed on the after deck.

There are 3 air tanks in place of the customary 2, 2 fuel tanks holding 1,030 gallons each, and a 165-gallon lubricating oil tank.

The propeller is a 3-blade, 50" x 30" Columbian, turning on a 4 1/2" stainless steel shaft with Hathaway stern bearing.

The Hathaway winch operates off the engine through a Kinney clutch, and is supplied with Hazard wire rope. There are two No. 2 Edson hand operated diaphragm pumps on deck. Batteries are 32 volt Gould, engine lubrication is by Gulf and cordage is Columbian.

Delano Model of Nomansland Boat Rebuilt in Vineyard

SOMETIME, within a few weeks' time, there will be launched from the Vineyard Haven yards of the Martha's Vineyard Ship-building Company, a Nomansland boat, so-called, and one of the last two or three in existence. The launching will be somewhat extraordinary, for the reason that the boat is sixty-five years old, but has been rebuilt by her owner, Capt. George Robinson, of North Tisbury. The one or two other boats of this type still in existence are hardly less ancient, but are not only more or less scarred and battered by use, but are not the product of the same builder.

For Capt. Robinson's boat is a Delano model, and was built at a well known yard at Fairhaven, Mass., in the day when the Nomansland boat was the principal craft employed by Vineyard Sound fishermen.

She is eighteen feet overall, with a model between that of a ship's lifeboat and a Norwegian pilot-boat. The pinky stern is modified in its rake, and the quarters are more full than a lifeboat but not as full as the Norsk pilot boat model. Moreover, she is "carvel-built" or smooth-straked, which is a departure from the original clinker-built boats, but otherwise, she is the identical model which made history in these latitudes, albeit, she is equipped and fitted out so that her owner of other days would never recognize his old craft.

Capt. Robinson has removed her centerboard, and the three heavy thwart which once crossed her hull, together with the heavy double sets of knees which secured them. The forward mast-thwart is still in place with its heavy bronze band and becket to support the mast. But her flooring has been raised, in order that the bridges may compensate for the loss of the thwarts, and she will be propelled by power.

Under a neat box amidships, he has a ten-horse Universal, with one of Joe's Gear clutches, aft of it, and her tank for fuel is squarely in the eyes of her, where there can never be any question of gravity to supply the feed. For the rest, she is encircled with half-round brass along her ribbands, and sand-papered and painted until her ancient hull shines like a glass bottle. The rudder is new, but the same old tiller which guided her among the lobster-pots will be the only steering-gear, and in this boat, Capt. Robinson hopes to aid in the Defense program by hand-lining on the ledges this Summer.

Capt. Robinson secured the boat together with some portions of an old building with the idea of converting the whole into fireplace wood. But the soundness of the cedar planks, and the copper fastenings, appealed to his Yankee nature as something too valuable to destroy. He began to "take her down" and the further he advanced, the more he was impressed with the soundness of the boat. Planking was well-nigh perfect, except around her fish-well. Stem-post was solid, and her forward knee. Gunwales, and deck, curbing, also, showed no signs of deterioration, and he went to work to rebuild. Today she is as handsome and smooth as ever, and half-filled with water, "sweats" not a drop.

The Nomansland boat, as Martha's Vineyard Island knows it, is a Vineyard invention. In early days, the inhabitants of the Island were an amphibious race who worked their farms at certain seasons and fished or caught whales during others. They required a boat of peculiar properties and design.

She ranged from sixteen to twenty-two feet over all. She was sharp fore and aft like the Block Island pink. She had no curbing, originally, but being notoriously wet when working to windward, the curbing and wash-board eventually made their appearance. Lap-straked, and copper-fastened, she was timbered very lightly, but crossed by four thwarts, including the bow-thwart, all of which were heavily-kneed into place. Her keel was made like that of a ship; that is, in two pieces, keel and keelson, bolted together, and there was no rabbet for the garboard which overlapped the keelson. Original Nomansland-boats had no centerboards, but when they were introduced, they set to one side of the keel. The fish-well was added as a convenience, and there was always a locker, closed by a door and a couple of buttons, right in the stern-sheets.

(Continued at bottom of next column)



The fishing tug "Frank Braeger" of Milwaukee, Wis., and her owner, Capt. Frank Braeger, holding a good sized sample of a catch. The boat is powered with a 60 hp. Kablenberg engine. Photos, courtesy Food Editor, Milwaukee Journal.

Lake Michigan Fishing In a Milwaukee Tug

THE work of the Great Lakes fisherman is an interesting pursuit, with the best fishing season being from September to April. This means that there is plenty of activity right through the coldest winter months, with the result that fishing in this area is often beset with adventure and hardships.

One of the important fishing ports on Lake Michigan is Milwaukee, from which about fifteen tugs operate. One of these is the *Frank Braeger* owned by Capt. Frank Braeger, who starts out in the darkness of early morning for a fifteen-mile run to the fishing grounds. During the winter, it is usually necessary to break through ice floes much of the time.

As soon as the grounds are reached, Capt. Braeger sets his eyes on the horizon with a pair of binoculars in search of the buoy that marks one end of the gill nets which had been previously set for trout. In this section of Lake Michigan, gill nets are the type of gear used most frequently.

The nets average four miles in length, 50 fathoms in depth, and are weighted with lead and buoyed with floats, so that they stand like a fence on the lake bottom, with a tall buoy surmounted with a flag to mark each end.

As soon as the buoy is sighted, the crew goes into operation. A special net lifting machine pulls the nets up a sloping trough where the trout are removed and placed in wooden boxes. After the nets are all in, a new set is laid, and the tug turns homeward.

Her rig was a sort of ketch variety, without a jib. Two sprit sails were set on masts that could be easily unshipped, the mizzen being only about half the height of the fore. But three mast-thwarts were always rigged, the third being square amidships, and when the wind blew too heavily for anything but storm canvas, the little jigger was set at this point.

In time the sprit sails gave way to gaff-headed ones, and eventually the ketch rig disappeared in favor of a cat rig. But few of these boats ever carried a boom and those which did, carried a sail that was made fast only at the luff and clew.

The stories told of these boats are unbelievable, but that they were sailed and rowed tremendous distances and in all weather, is a fact, as is also a fact, that some one had to bail incessantly when the sea was rugged.

It was the custom of the older fishermen to haul their boats on to the beach when not in use, and for this reason, very heavy keel-irons are always found on them, turned up at bow and stern, with toggle-holes in forefoot and skeg, so that they could be hauled either way. Oxen drew them over greased boat-ladders, in olden days. All of this is ancient history, but is revived among old-timers, by the sight of Capt. Robinson's craft.

Trout, perch and whitefish are the three principal kinds of fish from this section of the Lake, and each are found in a slightly different location. The boats usually fish for one variety on a particular day.

As soon as the nets are in and the new ones set, the work of cleaning the fish begins. Great flocks of gulls, which are anxious for the refuse from the fish, follow the boat in readiness to clean up the discarded portions that are thrown overboard.

Figured on a yearly basis, the average catch for a day's hauling is approximately 200 pounds. One of the largest single catches ever recorded was one of 1100 pounds, which was landed by a Milwaukee boat a few years ago.

The tug usually arrives back home early in the afternoon, and is often heavily coated with ice. By this time, all the fish are cleaned, but the work of the crew is by no means over. After the fish are unloaded, boiled water is poured over the wet nets in the boxes to clean them for the next set. Then they are reeled on racks to dry. Often times there is mending to be done on nets that are torn. Icy weather and winds are disastrous to nets and a loss of \$1000 a year in equipment is common. One fishing rig may have from eight to ten sets of gill nets.

Lake Michigan trout average from two to five pounds in size and have white meat. Lake perch are small yellow fish that range about four to the pound. The chubs or small whitefish caught in this area are almost all smoked. The process of preparing smoked fish consists of curing in a salted brine overnight and then drying. Long rows of fish are next hung on long wooden sticks, and smoked for about four hours over a smudge fire made from maple bark and sawdust. A smoke house handles from 400 to 500 pounds of fish at a time.

Boston Trawl Fishermen Must Pay Half Insurance Cost

BOSTON trawl fishermen must pay half the cost of war risk insurance for crew members, according to a ruling handed down on April 3 by the National War Labor Board at Washington in a decision which was carried by a four to two vote.

The war risk insurance rate on a \$5,000 policy at present costs \$40 for three months' coverage, which is, of course, subject to increase at the expiration of three months. The policy is written in an accepted American insurance company and is approved by departments of insurance in New York, New Jersey, and Massachusetts. The contract is on the American standard of accident and health forms.

The W.L.B. ruled also that radio operators aboard trawlers should receive a war risk bonus, half of which is to be paid by the fishermen, besides the \$5.50 per day now paid by the owners for operators.

Maine To Have Filleting Plant at Boothbay Harbor

THE former Boothbay Harbor Fish and Cold Storage plant has been taken over by a new organization, Boothbay Harbor Freezer, Inc., which is scheduled to start operations on June 1.

The new concern, managed by Charles Rickett, Jr., is giving the plant a general overhauling in preparation for filleting, packing, and freezing.

This will be the first time that large-scale filleting has been done in Boothbay Harbor, and it is expected that the new plant will provide a good market for operators of medium and small sized draggers. The plant has a cold storage capacity of 2,000,000 pounds, and is equipped with six freezers that can handle 420 barrels of fish in twenty-four hours.

The principal products to be handled are whiting and redfish. Whiting will be headed and gutted and packed to freeze in fifteen-pound boxes. Surplus whiting will be frozen round and stored for removal during the off-season, when they will be gutted and skinned. A few whiting will be scaled for fresh shipments.

The redfish will be filleted and frozen throughout the year. Ground fish will also be handled whenever they are landed. During the mackerel season the plant will receive mackerel which will be pan-frozen for bait and food.

The plant, which has been idle for over a year and a half, is well equipped with all necessary handling facilities. There is a good unloading wharf with an electric hoist, which carries fish to the fourth floor level, where they are trucked into the receiving room. The freezers are located on the third floor, while the storage space is situated on the first and second floors.

The plant is equipped with a York ammonia refrigeration system, employing two 65-ton machines. Fifteen tons of ice can be produced daily, which will be used for supplying the boats.

Carter Launches 68-Ft. Dragger

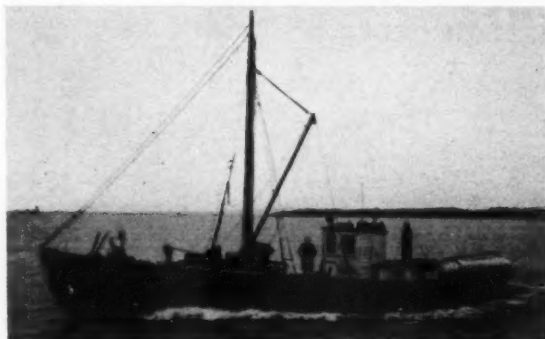
The 68' x 16' 6" x 7' dragger *Cleveland* was launched in March by the W. S. Carter Shipyard, Friendship, for Capt. Cleveland G. Burns of New Bedford. The vessel's frames are of oak, with a 10" x 22" keel, 16" x 16" shaft log, 14" x 14" stern post, 8" x 14" stem, 7" rudder post, and steam bent double 2" x 4" ribs spaced 10" on centers. Planking is 2" oak, while the deck is 2½" pine, fastened with galvanized spikes.

The fo'c's'le is 25' in length and is equipped with eight bunks and complete galley equipment, including a Shipmate range. It has a 2' x 2' ventilator and a booby hatch over the companionway. There is a 300 gallon cypress water tank up-right against the bulkhead.

The 16' fish hold with four water-tight bulkheads, twelve fish bins and cement floor, has a capacity of 65,000 pounds.



The 57'x15'x3'8" "Huckleberry Finn" being completed by Robert F. Rich of the Bass Harbor Boat Shop, Bernard, Me., for Capt. Erich Zwinkel of Cutler, Me. Aft cabin and pilot house not yet on.



The 75-ft. sardine carrier "Patrol" owned by Booth Fisheries Corp., of Eastport, Me. Recently equipped with new Buda Diesel, Columbian propeller, Climax generator and Exide batteries.

It has two 4' x 3' hatches with the after one 8' forward of the pilot house.

The engine room is arranged with a 750-gallon capacity steel fuel tank on either side of the engine, and two hatches over the after section for ventilation. Power is furnished by a 165 hp. Gray Diesel with 4:1 reduction gear and forward take-off for operating the winch.

The winch, gallows, blocks, sheaves, stuffing box, stern bearing, 3½" bronze shaft, rudder shoe, rudder, and quadrant are all of Hathaway manufacture. The propeller was furnished by Hyde, while the two deck pumps are of Russell make.

Two More Dragers Started by Carter

W. S. Carter has started construction on two new fishing vessels. One is a 75-footer for Captains Harold Paulson and Norman Olsen of Cape Elizabeth, Me., which will be a duplicate of their *Dorothy & Ethel II*, and will be powered with a 170 hp. Buda Diesel. The other vessel is to be a 58-ft. dragger for Capt. August Reiter of Greenport, N. Y.

"Huckleberry Finn" Launched at Bernard

Bass Harbor Boat Shop, operated by Robert F. Rich, at Bernard, Me., has completed the 57-ft. fishing boat *Huckleberry Finn*, for Capt. Erich Zwinkel, of Cutler, Me.

The boat was designed by Mr. Rich, and has a beam of 15', and draft of 3' 8". She has a raised deck and a fish hold capacity of 35,000 pounds. There are accommodations for four in the fo'c's'le. The boat is powered with two 110 hp. gasoline motors which give the speed of 15 knots. The engines swing 18" x 12" Columbian propellers on 1½" Tobin bronze shafts through Goodrich Cutless stern bearings.

Morse Building Another for Murley

Morse Boatbuilding Company of Thomaston is framing a new 95-ft. dragger for Capt. John Murley of New Bedford. She will be powered with a 250 hp. Atlas Diesel and will carry 120,000 pounds of fish.

"St. Joseph II" Repowered

The 48' *St. Joseph II* owned by Capt. John Zappia of Portland has been repowered with a new MRD4-90 hp. Superior Diesel engine, equipped with 3:1 Twin Disc reduction gear. The engine was sold by the Harbor Supply Oil Company of Portland.

Overhauled and Repowered at Camden

Two sardine boats of the North Lubec Mfg. & Canning Co. fleet of North Lubec were recently hauled out for repairs at the Camden Shipbuilding and Marine Railways Co. yard, Camden. The *Muriel* was furnished with new frames and replanked on both sides of the amidships section, and supplied with an entire new keel. The *Irma* was equipped with a new pilot house.

The *Patrol* of the Booth Fisheries sardine fleet of Eastport was also overhauled. This boat was equipped with a new Buda 6-DHM-909 Diesel by the Delorie Company. The engine is equipped with Maxim exhaust silencer and Ross heat exchanger for water jacket cooling. It operates at 1200 rpm., with a Twin Disc 3:1 reduction gear and 44 x 36 Columbian propeller, giving a boat speed of 9¾ knots.

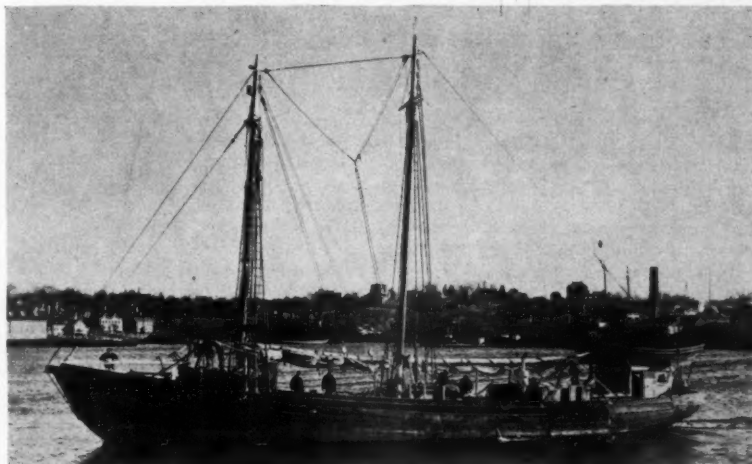
Gloucester Draggers Accept \$2.25 Minimum for Redfish

GUARANTEED a minimum price of \$2.25 per hundred pounds until November 1, owners and skippers of redfish craft, on April 3 in meeting with the dealers, agreed to resume catching redfish after a lay-off of some two weeks. A minimum of \$3.00 and then \$2.50 until November 1 was originally demanded.

Accepting the dealers' offer of a minimum of \$2.25 per hundred pounds for redfish until November 1, a meeting of some 200 fishermen members of the Atlantic Fishermen's Union voted also for four-day vacation periods between trips until November 1, so as to help curtail redfish production and thus give the dealers a better chance to pay the \$2.25 minimum price.

The new regulation on the four-day vacation will of necessity lessen the number of trips per month by these draggers, and will in all probability cause them to lose a trip a month. On the other hand, a year ago, the boats were only getting \$1.85 a hundred pounds for redfish, so that the 40 cents per hundred pounds increase should place them ahead of last year financially.

The ten-year-old Gloucester dragger, "Alvan T. Fuller", owned by Mrs. Jorgina Vierra of East Boston, Mass. The boat is powered with a 275 hp. Atlas Diesel engine, and has just returned from scup fishing out of New York under command of Capt. Joe Cruz.



First Mackerel Seiner Leaves

The first mackerel seiner of the 1942 season to leave, the *American Eagle*, Capt. Cyril Dyett, sailed on April 8 from the Atlantic Supply Company wharf with a 13 man crew.

Two more seiners left a few days later, the *Eleanor*, Capt. Walter Parsons, and the *Three Sisters*, Capt. Lemuel R. Firth.

All three vessels expect to make good due to the fact that there are so few craft in the game this year.

The ban on unnaturalized Italians from the fishing fleet is having its effect upon local mackerel seining and bids fair to hold the fleet down to its smallest size in a century throughout the present year, since many of the craft will be unable to muster sufficient men in the crews to follow seining, an Italian spokesman here said.

Gill Net Fleet Expanding

Recent additions to the gill net fleet are the *Phyllis A.*, Capt. Albert Arnold, the *Enterprise*, Capt. Peter Tysver and the *Jackie B.*, Capt. Jack Barrett.

A new gill netter in the local fleet is *Spare Time*, Capt. John Leveilleur, landing fish at Cape Ann Fisheries, Inc., the first trip on March 31.

First Halibuting Trip

Capt. Archie A. MacLeod and crew in the local schooner *Dawn* planned to leave the middle of April on their first halibuting trip of the season. They will have a crew of 25 men, fishing 11 dories, and will go to the eastward as usual. This is the only dory halibuter out of Gloucester so far this year, and the latest halibut fishing has begun.

High Wages on "Sebastiana C."

The local dragger *Sebastiana C.*, Capt. Ivan Williams, set up a new local record for a daily wage on their latest trip, which only took 60 hours, and which paid each man \$230.

"Olivia Brown", Highliner

The local dragger, *Olivia Brown*, Capt. Frank Brown, has made \$2200 a man since they went South the first of the year.

This boat is highline among Southern draggers and has done as well as any boat down South any year for the time they have been there.

New Wolverine for Olsen

A 100 hp. Wolverine Diesel engine will be installed in the converted schooner *Satan's Wife*, in which Capt. Carl C. Olsen is going halibuting this Summer. Workmen are progressing rapidly in converting this former yacht into a fisherman at the Atlantic Supply Co. wharf. She may soon have a new name.

"Laura Goulart" to Have New Cooper-Bessemer

The local dragger *Laura Goulart* will be repowered with a new 400 hp. Cooper-Bessemer Diesel engine.

Ciarametaro Orders New Dragger

Capt. Joseph Ciarametaro, Jr., of Gloucester has ordered a 94-ft. dragger from Southwest Boat Corp., of Southwest Harbor, Me., to be powered with a 250 hp. Atlas Diesel. Capt. Ciarametaro was owner of the *Baby Rose* which was taken by the Government recently.

Story Building Gill Netter

John Prince Story has established a new boatyard on the site of the old Burnham Yard in Essex, and has started construction on a 70 ft. gill netter. The new boat is being built for Capt. Peter O. Tysver of Gloucester, and will be powered with a F4-110 hp. Cooper-Bessemer Diesel.

Atlas Diesels for Three Converted Boats

The *J. M. Marshall*, which was recently purchased by Capt. Frank Rose and converted to a dragger at the Rocky Neck Railway, is being repowered with a 300 hp., 6-cylinder Atlas.

Two vessels in the Gorton-Pew Fisheries fleet, the *Pollyanna* and the *Killarney* are to be converted from dory fishermen to draggers. The work on the *Pollyanna* is underway at the Parkhurst Railway. She will be repowered with a 6-cylinder, 300 hp., 300 rpm., 11½ x 15 Atlas Diesel engine.

The conversion of the *Killarney*, which is still fishing, is expected to take place in the near future, at which time she will be repowered with a 6-cylinder, 400 hp., 300 rpm., 13 x 16 Atlas Diesel with in-built sailing clutch.

New Auxiliary for "Mary F. Curtis"

The *Mary F. Curtis* owned by Mrs. Catherine Rallo of Gloucester, is to be equipped with an auxiliary unit consisting of an 8 hp. Lister Diesel, connected to an Imperial generator and driving a Curtis compressor and Gould pump through Kinney clutches. The equipment was sold by Diesel Engine Sales & Engineering Corp., Boston, and will be installed by Gloucester Machine Shop Corp.



The "Clarence B. Mitchell" owned by Capt. Jerome Palazola, Boston, Mass., has a 100 hp., 4-cylinder, 4-cycle Wolverine Diesel engine.

Chesapeake Crab Sanctuary For Maryland and Virginia

THE promise of Commissioner of Fisheries of Virginia, H. C. Mapp, to set aside an area at the mouth of the Chesapeake Bay for a crab sanctuary where crabs could not be caught from May 15th to Sept. 1st, was the result of a meeting held in Washington on March 24 by representatives of Maryland and Virginia in an endeavor to work out a program for the conservation and protection of crabs.

It was suggested, also, that Maryland follow this example and set aside areas in Tangier and Pocomoke Sounds for crab sanctuaries in Maryland.

The meeting was held in the office of Secretary of the Interior Ickes, with representatives of the Fish and Wildlife Service taking part as advisers.

It was arranged at the instigation of Governor Herbert R. O'Connor, who had called on Governor Darden of Virginia to take part in it, with representatives of the Conservation Department of Virginia also attending. Because of illness, Governor Darden was unable to be present, Virginia being represented by its Commissioner of Fisheries.

Governor O'Connor headed the Maryland delegation, in which was the head of the Bureau of Tidewater Fisheries, Edwin Warfield, Jr., and other members of the Bureau, Dr. R. V. Truitt, head of the Chesapeake Biological Laboratories, Albert N. Woodfield, William Usilton, 3rd, and A. Earl Dize, of Crisfield.

The Marylanders, led by the Governor, pleaded with the Virginia representative for cooperative action in stopping the catching and use of sponge crabs and doing away with the use of crab pots for catching crabs, as the most effective methods to insure the building up of the crab supply in the two States.

Mr. Mapp informed the gathering that because of a change by the Virginia Legislature in the enforcement law regarding the possession of sponge crabs in Virginia it was impossible to stop the catching and use of them. Apparently, little headway was made in reaching any agreement about the use of crab pots.

Preparing for Soft Crab Season

The crabbers have been busy getting their boats and engines in readiness for the soft crab season that opens on May 1st. For the last two years there has been a 60% decline in the supply of blue crabs in Maryland. The crabbers and packers are looking forward to a good season this year. The Conservation Laws will be strictly enforced. Last year the season started off with such a plethora of crabs that the packers could not handle them, and then there was a scarcity the balance of the season.

Bay Dredging Season Closed

On March 15th the oyster dredging season ended in the Chesapeake Bay and from an economic standpoint the season has been a most profitable one. Surveys, previous to the opening of the dredging season, had shown that the Head of Bay area had a fine supply of fat, marketable oysters. Consequently at the beginning of the dredging season on November 1st, it was opened for taking of oysters. For the first month the daily catches per boat ranged from 100 to 150 bushels and above. The market opened at 80 cents and soon rose to \$1.00 per bushel. The price continued at a high level but the catch of marketable oysters gradually decreased in the above mentioned area to 50 and 75 bushels per boat per day. To protect the many undersized oysters still on the bars, the area was closed on January 9th and the area for dredging operations was transferred to other parts of the Bay.

Although complete figures are not available, it is estimated that some 400,000 bushels were produced on the Bay dredging area, and at the prevailing high prices the oystermen had an extremely profitable season, in fact, some dredgers say the best in twenty years.

The scrapers working the Choptank River, however, were not so fortunate since the available supply was low, and the oysters very thin. Many scrapers, who normally work in this river, transferred their operations to the Bay area. On the scrapers' areas in Tangier Sound the picture was much better. There the oysters were plentiful and fat, and the prices were high.

Shells to Be Planted

The State Conservation Commission is preparing to plant 100,000 bushels of shells on the barren rocks of the Chesapeake Bay and its tributaries this spring.

Herring and Rock

Shad herring and rock were caught in such large quantities in early March that the prices for these species of fish were lowest ever known at the wholesale market in Crisfield. Since then the weather has become colder, and strong winds have diminished the supply, and the prices have advanced accordingly. Fishermen expect to see an increase in the catch of shad this season, as the nets were shortened last season and millions of shad spawn were released by the hatcheries.

Development of Shad-Rearing Pond

A shad-rearing pond was developed by the Laboratory during the 1941 season from a deserted mill-pond in Worcester County, and 500,000 hatchery fry were released in it. This pond, of about eighteen acres in area and rich in the essential nutrients for shad rearing, was made free of pike, bass, sunfish and other predatory forms.



"Alice May", 54-ft. dragger owned by Capt Caesar Clerc of New Bedford, Mass. Equipped with a Type W 100 hp. Mack Mariner Diesel with 3:1 reduction gear, which gives the boat a cruising speed of 9 3/4 knots.

Louisiana Fishermen Propose Induction of Whole Fleet

HARVEY LEWIS, president of the Gulf Coast Sea Food Producers' Association, says: "The fishermen of the Morgan City fleet have already made several striking contributions to National Defense, and if our present plans mature will be able to do as vital a piece of work as was ever undertaken by a group of fishermen anywhere." Lewis referred to the project the Association hopes to work out with the Coast Guard, by which the whole fleet would be inducted into the service in a body. Such a move would enlist 163 deep-sea trawl boats, with three men to a boat, in the Coast Guard. Boats would be equipped with one-pound cannons and short-wave radios, and would be used principally for observation work while pursuing their normal work in the waters of the Gulf.

Shrimp Supply Not Diminished

A meeting of the Southwest Louisiana Shrimp Dealers Association endorsed changes in legislation which would stop shrimping for all purposes during a 40-day period. They also endorsed increasing the heading of shrimp on the boats to 20 barrels instead of 10 barrels. This change in the law is urged in order to improve the quality of the shrimp, as experience has taught that shrimp with heads on discolor quickly and that when protracted stays are made in search of shrimp, with only a few being gathered daily, much spoilage might be eliminated if the shrimp were headed at once and properly iced. It was also recommended that the closing date applying to headless shrimp be changed from July 1st to August 1st.

In reviewing the history of fresh and salt water fishing in general and shrimp fishing in particular, W. W. Anderson of the Fish and Wildlife Service, stated that the records fail to show that the shrimp supply has diminished either on the Atlantic seaboard or the Gulf coast. Research has evidently indicated that food and water conditions are subject to change and that such changes disturb and change the habits and habitations of shrimp. He pointed out that Florida has experienced ups and downs in the available catch but that after each low ebb of shrimping the supply again became plentiful.

Shrimp Price Erratic

The market prices offered by Chicago and New York for Louisiana shrimp have changed from day to day. The price range has been from 21 to 27 cents per pound for jumbo size, with the peak reached on March 28 and the lowest quotation on March 31. The price to the fishermen locally is \$20 per barrel. Florida shrimp averaged 27 cents for the week ending March 31. The Louisiana average was 23 cents. The normal difference in price is two cents higher for Florida. The week before, Florida shrimp brought as much as 7 cents a pound over the same size from Louisiana. Why the current difference is so great is a problem which local observers are



Herbie Pacetti, Capt. of the fishing boat, "L. C. Burgman", powered by a Caterpillar Diesel D13000 engine, and owned by the Pacetti Fish Co., St. Augustine, Fla.

unable to solve. But it is a serious handicap to Louisiana distributors and confronts them with a very unsatisfactory situation.

The carry-over and "slow demand" on Louisiana shrimp has been of almost daily occurrence. The supply has not been extraordinarily heavy, as the trawlers have been up against rough weather about half of the time for the past three weeks. The Florida catch and that of other States along the Atlantic have been fair. With frozen stocks increasing, principally with Louisiana shrimp, and with the high priced shrimp from Florida, Georgia and Alabama sold out from day to day, local dealers are not only forced to sell a part of their stocks at subnormal prices but they face heavy freezing and carrying costs on the remainder.

"Madeline" in Morgan City

The trawler *Madeline*, owned by Mayor Delcambre of the town bearing his name, is now fishing out of this port and the catches are handled by the Morgan City Packing Company. Berman Cherami is captain of the boat.

"Betty H." Reported with Best Catch

The *Betty H.*, J. R. Hardee trawler, captained by A. T. Birdsong, was believed to have had the best catch of the week ending April 11, with a reported 77 barrels.

"Uncle Sam" to Have a "Superior"

The *Uncle Sam*, a new 60' Patterson Shrimp Company trawler, is being rigged up in Patterson. She will be equipped with a 170 hp. Superior.

New Poggi Boat for Santos

Capt. John Santos' new poggi boat, the *General Douglas MacArthur*, has arrived from Mississippi. It is an eighty-footer with a 230 hp. Superior Diesel engine.

The 51-ft. trawler "*Gulfspray*", owned by M. J. Farac, of Empire, La., is powered with a MRA-6 Superior Diesel engine with a 2:1 reduction gear, driving a 32x20 Columbian 3-blade right-hand propeller. The "*Gulfspray*" has a beam of 14.6 feet, and a draft of 4.6 feet. She was built by F. A. Brander of Biloxi, and has a speed of 13.5 mph. at 1600 rpm., 12 mph. at 1400 rpm.



The New Dragger C-W-W comes from the CAMDEN WAYS

*A finely appointed
Ruggedly-built vessel
Designed for
Maximum carrying capacity
With economical operation*

**Why not take advantage of Our
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CUPRINOL
Stops Rot
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Whenever you build, whenever you paint, whenever you replace lumber—treat it with Cuprinol, by brush, spray or dipping. Can be handled without danger or discomfort to skin, eyes or throat. Cuprinol quickly penetrates the wood and protects it against dry rot, fungus growth, wood borers and marine insects. Use Cuprinol as a priming coat under paint or varnish, or by itself. It is economical, effective, lasting. Yards use it. Marine architects specify it. It adds value to the boat. Write for full information.

There is CUPRINOL for Wood; for Nets;
and for Fabrics: proven preservatives.

CUPRINOL, INC.

20 Norfolk St., Cambridge, Mass.



Deferment of Key Men

NOW that we are at war the phrase "national health, safety, or interest" no longer includes mere convenience and comfort. Activities essential to the national health, safety, or interest are now limited to those activities other than war production which support the war effort. Activities supporting the war effort include those activities which provide food, clothing, shelter, health, safety, and other requisites of our daily life.

Civilian Local Boards in the State of Washington have received the following which should apply to the fisheries generally.

"Fishing and canning of the catch is an indispensable part of the food supply of the nation and of our armed forces.

"Local Boards should not be reluctant in granting deferment to experienced fishermen who may, by reason of seasonal employment, be not now employed. Local Boards will be cautious of deferring potential I-A men without previous experience. Experienced fishermen may be deemed necessary men in an industry essential to war production."

The Selective Training and Service Act of 1940 and the regulations pertaining thereto make ample provision for the occupational classification of any individual found to be a "necessary man" in any activity, the maintenance of which is essential to the national health, safety, and interest, or war production. A registrant shall be considered a "necessary man" when the following conditions exist: (1) he is, or but for a seasonal or temporary interruption would be, engaged in such activity; (2) he cannot be replaced because of a shortage of persons with his qualifications or skill in such activity; and (3) his removal would cause a serious loss of effectiveness in such activity.

In the case of skilled fishermen who conform to the definition of "necessary men", an affidavit to Support the Claim for Occupational Deferment (DSS Form 42A) should be filed with the local board in each individual case. The registrant or person executing DSS Form 42A may appeal the determination of the local board to the board of appeals within 10 days of the mailing of the notice of classification to the registrant.

Florida Shark Fishing In Clearwater Area

COMMERCIAL shark fishing, classed as one of the most profitable of industries growing out of the war, is scheduled for revival in the Clearwater area.

Two surveys are under way by substantial interests to establish shark reduction plants here and at least one of the enterprises is expected to begin operations within a few weeks.

Out of all industries linked with the war effort, there are few with larger profits than shark fisheries. Every part of the fish has some commercial value, although prices paid for livers, which are used for vitamin content, are fantastic.

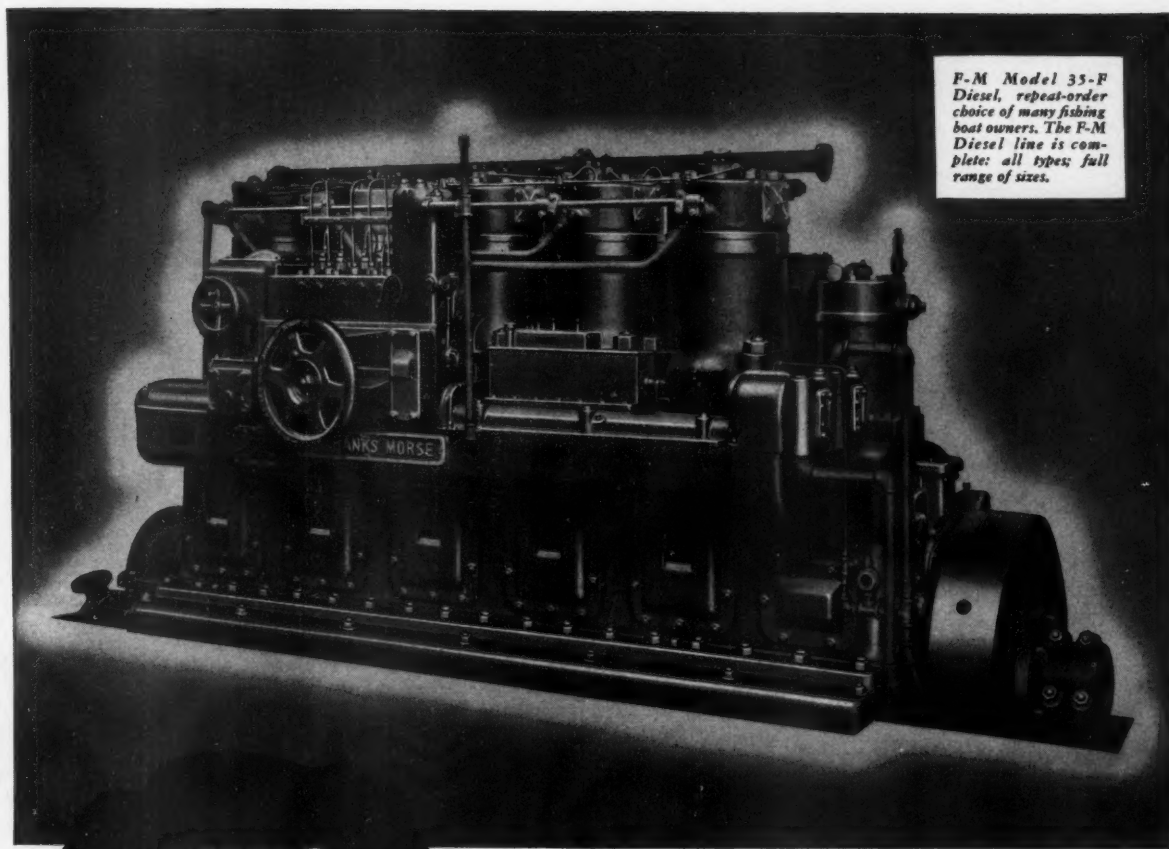
Florida today has two large shark fishing plants, one at Miami and the other further up the east coast. The Miami operator owns a fleet of specially built boats, which range both coasts and the Florida straits.

Commercial and sport fishermen have met to discuss the possibilities of establishing a shark industry in St. Petersburg. R. M. French, president of Shark Industries, Inc., and Stewart Springer, research director for the organization, made comprehensive statements regarding operations on the east coast and what could be done along the same lines here.

Crabs Must Be Five Inches

THE So. Carolina Board of Fisheries is beginning enforcement of an act passed by the last general assembly prohibiting the catching, destroying, confining, holding or possession, for individual use or market, any crab of the genus *Calinectes Sapidus* (Blue crab) or allied species of a smaller size than five inches from tip of point to tip of point across the back of the shell.

The law does not apply to persons catching crabs for individual use where the catch does not exceed fifty crabs.



F-M Model 35-F Diesel, repeat-order choice of many fishing boat owners. The F-M Diesel line is complete: all types; full range of sizes.

**WHO
KNOWS
DIESELS
BEST?**

WHO knows a fishing boat Diesel best?
"The man who has used it," you'll say.

And right you are! For his knowledge is based on firsthand experience . . . on actual performance under all conditions . . . on long-time operating cost records.

When this man buys a second engine of the same make, it means his first one was good. And when hundreds of other users of like Diesels also sign repeat orders, Diesels of that make *must* have superior merit.

That's what you'd conclude about Fairbanks-Morse Diesels if you looked at recently compiled 16-month sales records. Of all F-M Diesels sold for fishing boats, 49% (by horsepower) were repeat orders! In other work boat classifications where fleet ownership is more common, repeat-order percentages were as high as 100!

**REPEAT
ORDER**

80% (by horsepower) of Fairbanks-Morse Diesels sold are repeat orders—proof positive of their economy and dependability.

If you are planning to build or convert, it will pay you well to learn more about the F-M Diesels which work boat owners order repeatedly. For this information write Fairbanks, Morse & Co., Dept. D16, 600 S. Michigan Ave., Chicago. Branches and service in all principal ports.

FAIRBANKS·MORSE  DIESELS

DIESEL ENGINES ELECTRICAL MACHINERY MAGNETOS RAILROAD EQUIPMENT WASHERS-IRONERS STOKERS
PUMPS MOTORS FAIRBANKS SCALES WATER SYSTEMS FARM EQUIPMENT AIR CONDITIONERS



"New Bedford" Manila and "Maritime" Manila are both tops in manila rope. There's none better.

"Topsall" Sisal is an all-sisal rope—made from a blend of selected fibre groups to produce the maximum possible for sisal cordage, in strength, long life, flexibility and ease of handling. It tops 'em all.

Every New Bedford product stands at the head of its class. You can take your pick and know you have the best.

The war in the Philippines has temporarily restricted this Nation's supply of manila fibre. The New Bedford Cordage Company is co-operating in conserving this supply. You are urged to substitute sisal rope for manila wherever you can. Specify "Topsall" to get the best.

They're all
NEW BEDFORD
"New Bedford" Manila
"Maritime" Manila
"Topsall" Treated
Sisal
and other products as
listed in recent Fisher-
man ads.

Write for free booklet
"Care and Conserva-
tion of Rope"

NEW BEDFORD CORDAGE CO.

General Office: 233 Broadway, New York
Mills: New Bedford, Mass. Established 1842

NEW BEDFORD
PURE MANILA

2928

New Bedford Wants Sunday Shipping for Small Boats

ACCORDING to industry spokesmen, New Bedford wants to retain Sunday shipping in order to continue providing a good market for the small flounder draggers. These boats, ranging from 45 to 65 in length, catch yellowtails and black-backs, with short trips. They are not equipped for prolonged hold storage and generally must land their catches after two days of fishing. The bulk of these fish are shipped to New York, and overnight transportation on Sunday allows them to reach there in prime condition for the Monday morning market, which is the most profitable one of the week.

It is feared that if the Massachusetts law forbade Sunday hauling, the yellowtail fleet would be compelled to operate out of Rhode Island or Connecticut, where no Sunday restrictions are in force.

Approved at Gloucester

All 14 speakers approved transportation of gill net, trap and small trawl fish on Sundays, at a hearing in Gloucester on April 15 before State Senator Joseph F. Francis of Fairhaven, Mass., and his legislative commission studying this matter.

This legislative commission was formed to investigate the Sunday fish transportation matter, after Gov. Leverett Saltonstall had declined to sign a bill favoring such transportation unless it was amended to read that only gill net, trap and other boats whose fish was in danger of spoiling unless taken out on Sunday and shipped immediately, be allowed Sunday transportation. The commission had already held meetings in Boston and New Bedford. They expect to visit Newport, R. I., and New York City for further investigation.

Gloucester is particularly interested in legalizing Sunday transportation in order to protect the livelihood of gill netters and trap fishermen. It is claimed that traps must be emptied daily in order to prevent smothering of an excessive quantity of fish. Gill netters who make daily trips to their grounds do not have icing facilities suitable for holding fish, and therefore must dispose of their catch as soon as it is landed.

However, while favoring special consideration for small boats, most everyone opposes the Sunday landing of fish from large boats, and subsequent transportation, except in cases of broken trips, where it is necessary for a vessel to be hauled out for repairs.

New Trawler for Atlantic Navigation

The new 110-ft. wooden trawler *Spes* is well underway at the Albert Lemos Yard, Riverside, R. I., and is expected to be ready for launching in September. The vessel is being built for Atlantic Navigation Company of Boston, whose first vessel, the *Caritas*, launched last Fall, has been requisitioned by the Government. The *Spes* will be powered with a JS6-400 hp. Cooper-Bessemer Diesel with Kinney sailing clutch.

Provincetown Expects Good Herring Season

THE presence of whales in Provincetown waters indicates a good herring catch this season. The first whale reported was sighted off Race Run during the last week in March, and was the forerunner of trap-setting in Provincetown Harbor. Capt. Joe Oliver and Capt. John Joseph began driving poles for fish traps March 27, after waiting a week for favorable weather. Capt. Oliver represents National Traps, owned by Provincetown Cold Storage, and Capt. Joseph operates Silver Traps, owned by Sklaroff's of Sklaroff's Wharf.

Edgartown reported some early herring, and herring are expected imminently at Tashmoo Creek, Vineyard Haven, a newly completed body which makes Lake Tashmoo an arm of the sea.

On the mainland, however, where recent sales of herring rights have attracted more than usual interest, there is a trend showing that herring are worth more than they have been in the past several years.

In Middleboro, for example, herring rights bids went up to \$1,450 for one year, as contrasted with a top bid last year of \$300. In Wareham, herring rights were purchased for \$805, the highest price paid for the particular area in years.

Great Lakes Smelt Production Of Interest to Government

UNCLE SAM is more interested than ever in the harvest of silver smelt from Lake Michigan. He is looking into it with the view of using some of those billions of fish to feed soldiers and sailors.

While Lake Michigan communities were preparing plans for entertaining thousands of private smelt dippers who come annually to make prodigious hauls, two members of the U. S. Fish and Wildlife Service staff were having another look at what is one of the greatest sources of fish food in the middle west.

At Escanaba

Fred H. Meisnest, marketing expert, and William Lanham, technologist, arrived in Escanaba, after interviewing Edward Sawyer, head fish buyer of the War Production Board in Chicago. Meisnest and another Government man visited the smelt centers last spring.

At Escanaba the two investigators reported that Sawyer had informed them, "You couldn't pack enough smelt to fill this demand even if the quality is proven to be all right." Sawyer told them that the fish, if used by the armed forces, should be of large size, dressed and packed in 10 or 15 pound boxes. They said the Army is contracting for vast quantities of salmon and sardines, and fears an eventual shortage.

Handling

Escanaba fishermen are puzzled over how to clean the fish in the wholesale lots which would be required. Meisnest said a mechanical cleaning device developed on the Pacific coast could likely be used. Meisnest and Lanham visited Marinette and Menominee, as well as other smelt fishing centers along the lake shore. The two plan to contact cold storage plants in Illinois and Iowa and recommend to them the possibilities of revenue through purchase and storage of frozen smelt.

There are several local large storage houses making a specialty of storing smelt and other fish, one of the most recent additions in this field being the Dormer Fish Co., in Menominee, Michigan, which has recently started a refrigerated storage plant for storing 100 tons of smelt this year.

It has been announced that a Cleveland, Ohio, firm has devised a satisfactory method of canning smelt. Many ways have been tried by canners to make a good job of canning smelt, but so far none have been devised by canning companies in this section to equal the method now claimed to have been perfected by the Cleveland firm.

Jamboree

The annual Escanaba smelt jamboree was held Saturday, April 9. Escanaba is situated in the center of an area which has some 12 streams up which the smelt run. The heavy production of smelt near Marinette has sent the price of the fish in Escanaba to around 2c a pound. It is anticipated that the commercial smelt business this season in the Escanaba area will total about \$100,000. Fishing began commercially in January.

Oconto, which usually sees the first run of smelt, called off its festival, but local fishermen will make their usual hauls.

Argue in Favor of Present Mesh

Expert witnesses appeared before the Wisconsin Conservation Commission on March 10 at Madison to retain the present mesh size of 2½ inches for chub nets.

Among those who argued in favor of present mesh limitations were Dr. John Van Oosten of the Federal Bureau; Capt. C. A. Allers of the Michigan Conservation Department; T. H. Langlois, Ohio scientist; H. J. Deacon of the Fish and Wildlife Service; Fred A. Westerman, of the Michigan Conservation Department, and Charles W. Triggs, representing Chicago fish and seafood dealers.

To Assist in Merchandising

Although it postponed action on a decision in the mesh question, the Commission adopted a resolution submitted by fishermen which asked that the State Department of Agriculture and other public agencies assist the fish producers in the merchandising and advertising of fish and fish products.

"Stanley B. Butler" Repowered with a WOLVERINE



When Capt. Olaf Anderson of New Bedford, Mass., found he needed a new power plant for his 94 ft. dragger, he decided on a Wolverine Diesel. His installation is an 8-cylinder, 9¼ x 14, 300 hp. engine, of the direct-reversing type, fitted with a sailing clutch.

Capt. Anderson knew that a Wolverine would give his sturdy dragger plenty of reliable power with minimum maintenance cost and long life. There's a Wolverine for your boat, described in our free catalogue, No. 135.

Wolverine Motor Works, Inc.
Union Ave. Bridgeport, Conn.

WEIGHT IS WASTE
Design's the thing

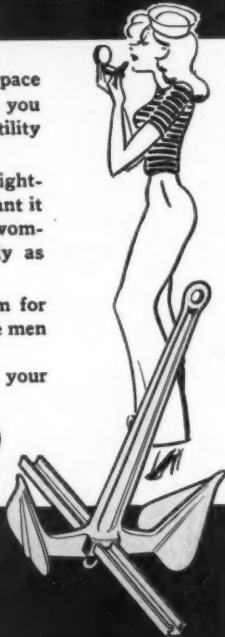
WHY waste time, energy and space with an overweight anchor when you can tie to a trim, slim Northill Utility that does 14 times the job?

Designed for holding power, this lightweight champion digs in the instant it hits bottom, then holds on like a woman in love. Breaks out as easily as hauling in a mackerel.

Northills are tops on the bottom for anchoring seine nets, too. Ask the men of the shark fleets!

Make a date with a Northill at your favorite ship chandler's.

NORTHILL CO., INC.
Inglewood, California



NORTHILL ANCHORS

Trawler Repairs ...BY BETHLEHEM



Atlantic Yard, East Boston

Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor. Both have unexcelled facilities for the repairing and reconditioning of trawlers. In addition, Bethlehem's Fore River Yard is fully equipped to build modern Diesel fishing vessels.



BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION

GENERAL OFFICES: NEW YORK, N. Y.
BOSTON OFFICE: 75 FEDERAL STREET

Boston Landings for March

(Hailing fares. Figure after name indicates number of trips)

Adventure (3)	276,000	Marcella (4)	102,900
Alice M. Hathaway (1)	53,000	Maria del Sacorso (4)	52,500
American (3)	245,000	Mary F. Curtis (1)	77,000
Arlington (4)	424,000	Mary Grace (2)	114,000
Atlantic (2)	258,000	Mist (3)	495,000
Belmont (3)	534,000	Nancy B. (4)	136,000
Bettina (3)	206,000	Nancy F. (2)	53,000
Billow (3)	269,000	Neptune (3)	348,000
Boston (1)	98,000	New Bedford (2)	112,000
Breaker (3)	302,000	Newton (4)	518,000
Breeze (3)	206,000	North Star (3)	333,000
Brookline (3)	358,000	Olympia (3)	154,000
Calm (4)	533,000	Pelican (2)	80,000
Cambridge (3)	349,000	Plymouth (3)	326,000
Cape Ann (2)	130,000	Quincy (2)	191,000
Cath. Saunders (3)	127,000	R. Eugene Ashley (1)	54,000
Cla'ce B. Mitchell (3)	41,000	Rainbow (2)	121,000
Colombo (1)	38,000	Rita B. (3)	175,000
Cormorant (2)	252,000	Rosie (2)	57,000
Crest (4)	616,000	St. George (2)	252,000
Dartmouth (1)	68,000	St. Joseph (8)	169,300
Dawn (2)	105,000	St. Teresa (1)	68,000
Dorchester (3)	375,000	San Calagero (3)	151,000
Drift (3)	522,000	Santa Gemma (3)	153,600
Ebb (3)	352,000	Sea (2)	246,000
Ellen Hathaway (1)	63,000	Sea Ranger (1)	60,000
Fabia (1)	416,000	Sebastiana C. (4)	138,000
Famiglia (3)	59,000	Sebastiana & Figli (3)	43,000
Flow (3)	460,000	Skiligolee (1)	43,000
Foam (2)	324,000	Spray (2)	76,000
Frances C. Denehy (2)	95,000	Squall (3)	463,000
Ge'dine & Phyllis (1)	40,000	Stanley B. Butler	428,000
Gert. L. Thebaud (1)	66,000	Storm (3)	485,000
Gertrude Parker (3)	152,000	Surf (2)	218,000
Golden Eagle (3)	313,000	Surge (3)	549,000
Gossoon (2)	85,000	Swell (3)	317,000
Grand Marshall (2)	95,000	Thomas Whalen (3)	405,000
Hekla (3)	279,000	Triton (4)	430,000
Illinois (5)	618,000	Vagabond (3)	195,000
J. B. Jr. (2)	46,000	Vandal (2)	176,000
J. B. Jr. II (3)	51,000	Venture II (4)	264,000
Joffre (1)	51,000	Viking (2)	76,000
Josephine P. (2)	43,000	Weymouth (3)	337,000
Josephine & Mary (2)	58,000	Wm. H. Killigrew (3)	111,000
Katy D. (1)	95,000	Wm. J. O'Brien (3)	324,000
Killarney (3)	142,000	Winchester (4)	497,000
Lark (6)	708,000	Wm. L. Putnam (1)	42,000
Maine (4)	451,000	Winthrop (4)	405,000

New Jersey Fishermen Concerned About Shipping Lanes

BARNEGAT CITY fishermen have sought a clarification of the Government rulings pertaining to deep-sea fishing, through Captain Peter Nordstrand, president of the Independent Fish Company.

Captain Nordstrand points out that more than \$20,000.00 has been invested by individual fishermen in Barnegat City to rig their boats for early Spring deep-sea fishing. If the Naval regulations revoke fishing privileges offshore the livelihood of these men will be seriously affected. They are willing to risk their lives in submarine infested waters to gain their livelihood, and they feel the Government should do all in its power to make their jobs possible in wartime.

The Long Beach Board of Trade has acted to arrange a county-wide meeting for an official explanation of the rules, pointing out that fishermen and farmers are two groups of men who actually create wealth so necessary to the prosecution of the war effort.

The establishment of shipping lanes for commercial waterborne cargoes will do much to affect the deep-sea commercial fishermen. Obviously independent fishermen cannot fish in sea lanes which are patrolled and swept for mines. The Barnegat City men hope they can fish inside the established lane in the Spring and outside of it in the Fall.

Fulton Market Wholesale Prices

Specie	Mar. 2-7	Mar. 9-14	Mar. 16-21	Mar. 23-31
Alewives	.. ..	.. ..	.. ..	.01½-.02
Bluefish	.28-37½	.35-.37	.15-.30	.15-.30
Butterfish	.10-.12	.07-.13	.04½-.07	.04½-.07½
Codfish, Steak	.06-.14	.08-.12½	.07-.14	.07-.14
Codfish, Mkt.	.06-.11	.04-.09	.06-.10	.07-.10
Croakers	.05½-.06	.07-.07	.06-.07	.06-.06½
Dabs	.. ..	.. ..	.. ..	.06-.06*
Eels	.15-.15	.. ..	.10-.16	.. ..
Flounders	.01-.16	.01½-.15	.01-.12	.01½-.25
Fluke	.17-.18	.18-.20	.13-.18	.15-.16
Haddock	.07-.12	.07½-.12	.04¼-.09	.06½-.11
Hake	.. ..	.06-.07	.07-.07	.04-.05
Halibut	.. ..	.19-.21	.18-.21	.19-.21
Jewfish	.. ..	.. ..	.20-.22	.10-.20
Kingfish	.. ..	.. ..	.. ..	.. ..
(King Mackerel)	.18-.20	.12½-.22	.10-.12	.11-.17
Mackerel	.11-.11	.05½-.11	.05½-.06	.05½-.11
Mullet	.. ..	.. ..	.. ..	.11-.12
Pollock	.08-.11	.06½-.08½	.. ..	.04½-.09
Pompano	.. ..	.40-.65	.15-.50	.22-.55
Salmon, Pac.	.. ..	.17-.24	.18-.24	.22-.23
Scup	.05-.11	.07½-.12½	.06-.06	.06-.11
Sea Bass	.09-.22	.14-.25	.12-.22	.15-.20
Sea Trout, G'y	.08½-.09	.09-.10	.08½-.20	.. ..
Sea Trout, Spt.	.28-.30	.20-.32	.20-.24	.20-.23
Shad	.20-.45	.07-.35	.04-.22	.09-.35
Snapper, Red	.. ..	.. ..	.20-.20	.. ..
Sole, Gray	.07-13	.08-.10	.06-.10	.07-.12
Sole, Lemon	.18-.19	.13-.20	.15-.18	.15-.20
Spanish Mackerel	.23-.23	.25-.25	.15-.20	.16-.22
Striped Bass	.28-.32	.18-.32	.13-.25	.14-.26
Swordfish	.35-.35	.. ..	.. ..	.. ..
White Perch	.08-.12	.03½-.08	.03-.05	.05-.10
Whiting	.04-.10	.01½-.08	.02-.07	.02-.06
Yellowtails	.05½-.18	.03½-.18	.03-.10	.04-.18
Clams, Hard	3.00-17.00	2.75-10.50	2.00-15.00	2.50-11.00
Clams, Soft	1.00-2.25	.75-1.75	1.50-2.50	1.25-2.50
Conchs	1.25-2.00	1.00-2.00	1.00-2.00	1.50-3.00
Crabs, Hard	2.50-3.50	3.50-3.50	.. ..	3.50-3.50
Crabmeat	.75-1.25	.60-1.35	.35-.80	.35-.75
Lobsters	.45-.65	.41-.65	.60-.65	.44-.63
Mussels	.50-.85	.75-.85	.75-.75	.75-.75
Scallops, Bay	5.00-5.00	4.50-4.50	4.00-4.00	.. ..
Shrimp	.15-.31	.16-.32	.22-.30	.16-.32
Frogs Legs	.75-.85	.60-.85	.45-.60	.40-.60

"Eat Fish for Fitness"

One of the Fishery Council's new streamers attractively and forcefully advises: "Eat Fish for Fitness".

The latest Fishery Council poster by Ed Irwin is designed to bring a smile and sell more fish. It will be displayed in retail fish stores, chain stores and on trucks.

The Council continues to keep fish in the news by furnishing newspapers and magazines with releases which apparently are to the editors' liking. The publication of these fish stories brings many requests for the Fishery Council cook book.

Master of Fisheries Degree

Recently the Council honored many new writers by bestowing on them the degree of F.M. (Master of Fisheries) with diploma. From San Francisco comes a clipping reprinting the diploma, and giving quite a bit of newspaper space to the idea—which won for the fishing industry an untold amount of good-will with the press which speaks to millions of food buyers.

Meeting of New Jersey Association

A. E. Kessler, of the Fishery Council, spoke at the recent meeting of the New Jersey Fisheries Association, which is a member of the Council. At this meeting, Clifford Morris was renamed president. Albert C. Hiering was elected as the new vice-president, with O. Ronald Peterson selected again as secretary. Walter Eastman was elected as the new treasurer to take the place of Bill Hiering, who is now an Ensign in the Navy. Del Fowler was chosen as Chairman of the Trustees.

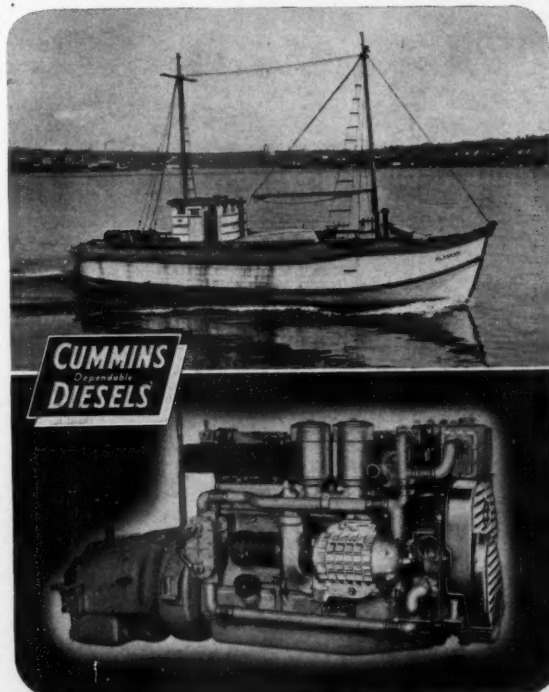
SUPERCHARGED
for SUPER Jobs

SUPER JOBS . . . jobs that demand more than ordinary performance from the engine . . . jobs that must have maximum output with a minimum of space requirements . . . jobs where the elimination of every pound of useless weight is vital because it assures more cargo-carrying capacity or an extra profit-producing payload . . . **SUPER** jobs where the need to "make time" dictates the use of a proved engine with which to guard against delays for service or parts replacement. These are the kind of jobs that call for the Cummins Supercharged Diesel . . . the diesel that has proved itself equal to the demands of these *super jobs by doing them*, day after day in the commercial fishing fleets on the Pacific, the Atlantic and the Gulf . . . bringing in the big catches of fish with dependable regularity.

And because America needs so many of these proved diesels for its super war-time job, it is increasingly difficult to supply Cummins Dependable Diesels for even the most important commercial use, but let's remember that only by completing this tremendous job before us, surely and quickly, can we be assured of future jobs to do . . . and better engines with which to do them. Cummins Engine Company, Columbus, Indiana.

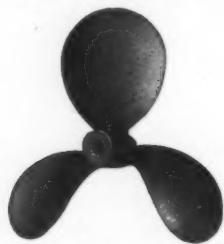
At Bottom: Model HMRS-600 (supercharged) Cummins Dependable Diesel, 200 hp. at 1800 rpm. Other models from 33 to 325 hp.

Below: The 110' x 16.5' x 6' ALASKAN is powered by twin supercharged Cummins Diesels equipped with 3:1 reduction gears which swing 40 x 36 wheels, giving the vessel a normal speed of 12 knots at 1500 rpm.



CUMMINS DIESEL ENGINES, INCORPORATED
1106 Shackamaxon Street, Philadelphia, Pennsylvania
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
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1334-38 East Eighth Street, Jacksonville, Florida

The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

**HYDE
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EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



on Bethanized Trawler Line

The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

1. Bethanized trawler line is as strong, tough and fatigue-resistant as wire rope that has no zinc coating. Tests prove this.

2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

BETHLEHEM STEEL COMPANY



Cummins, N. Y., Appoints Cavette

THE Cummins Diesel Engine Corporation of New York, 1120 Leggett Avenue, New York City, announces the appointment of Charles D. Cavett as advertising and sales promotion manager.

Mr. Cavett has been on the copy staff of Spencer W. Curtiss, Inc., Indianapolis industrial agency, for the past three years, and prior to that time was engaged in newspaper and publicity work in Ohio, California and New York.

Pettit Has New Label for Old Salem

A MORE attractive label recently adopted for Pettit's Old Salem line adds considerable, in the opinion of dealers, to the appearance of the Company's packages. An important feature is the retention of sufficient characteristics of the original label as to make the products readily recognizable by boat owners who have used Old Salem finishes.

New Pettit Boat-Painting Booklet

IN its new 16-page booklet, Pettit Paint Co., Inc. of Belleville, N. J. makes its fourscore years of experience the basis of recommendations and instructions for painting and varnishing every part of every kind of craft. The booklet already has received much favorable comment from boat owners, whether or not they have used the products of this company which has specialized in paints exclusively for marine use since 1861. If you would like to know what type of paints should be used to give a perfect finish with the utmost protection, and how much you will need for the job, you can get a copy of "Pettit Yacht Finishes" free from any agency selling Pettit products, or simply by mailing a postcard request direct to the Company.

Enterprise Advances Hundley

ENTERPRISE Engine & Foundry Co. of San Francisco announces the appointment, effective May 1st, 1942, of Roy Hundley as Chief Engineer.

Mr. Hundley, a graduate of Mechanical Engineering from Stanford University, has been associated with Enterprise for the past seven years, during which time he has been associated closely with the development of this company's line of four cycle Marine and Stationary Engines. In recent years he has devoted his time primarily to the development and refinement of supercharged and light-weight, high output engines for the company.

"Cry-O-Vac" Frozen Fish Wins Packaging Award

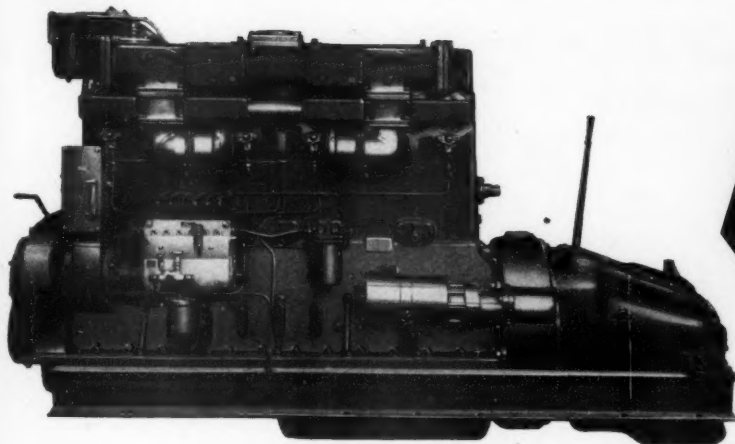
THE Atlantic Coast Fisheries Company, Fisheries Division, Boston, Massachusetts, won a Top Award in Processed, Preserved, and Frozen Food Products Classification of the 11th Annual All-America Package Competition, sponsored by Modern Packaging Magazine. The award was made specifically for their NORDIC Wrapped "Cry-O-Vac" Fillets of Fish, NORDIC Layer "Cry-O-Vac" Fillets of Fish, and ATCO "Cry-O-Pak" Scallops.

The "Cry-O-Vac" package provides absolute protection against dehydration and freezer burn, weight loss, oxidation, contamination, and odor transfer.

The latex "Cry-O-Vac" bag is the first vacuum package ever used in frozen fish production. This manner of packaging prevents the passage of air from two directions—from inside to outside and from outside to inside, thus eliminating the storage dangers to fish, and permitting the grocer to keep fish with other foods without danger of odor transfer. Also, by retaining the natural moisture of the fish inside the bag, frosting of freezer coils is reduced.

Moistureproof cellophane is used as a wrapper for individual fish fillets in the NORDIC wrapped "Cry-O-Vac" package, but is eliminated in the other two packages which are designed for institutional, hotel, and restaurant trade.

In all three packages a high degree of consumer appeal has been successfully combined with a maximum of food protection, and the additional factors of visibility of product, eye appeal, and ease in handling and shipping.



Here's Your
HEAVY-DUTY
FISH and WORK BOAT
DIESEL
ENGINE!

HERE'S the engine that means more profits from every kind of fishing, towing, or utility work—an engine that takes you out and brings you back in less time—at less cost. It is one of the new BUDA-LANOVA Heavy Duty Diesels—built for the toughest service you ever want to put it to. Equipped with nationally-known reverse and reduction gear—rugged to the last bolt. Get further facts today. Write for free literature.

Illustrated is the 6-cylinder Buda-Lanova Heavy Duty Diesel Marine Engine Model 6-DHMR-1879. Bore 6 $\frac{3}{4}$ "", Stroke 8 $\frac{3}{4}$ "", with 1879 cu. in. Displacement. Equipped with Reverse and Reduction Gear.

THE BUDA CO.

15400 COMMERCIAL AVENUE
HARVEY (Chicago Suburb) Ill.

Specify **BUDA**
LANOVA
DIESELS for More
Horsepower per Dollar!

Preference Rating Procedure

(Continued from page 6)

There are supplies, such as equipment for a cold storage plant or a freezer, which are necessary to keep the freezer in operation, for which Form PD-3A could properly be used, if it can truly be said that the operation of the boats depends on the operation of the freezer.

Great care and accuracy should be used, however, in connection with this matter, and only those critical needs on shore that fall into the marine classification should be put on PD-3A blanks. In such an event, full explanation should be made by accompanying letter, leaving it to the decision of Mr. Whiteman in Washington.

Emergency Needs

In the event of emergency needs, handle this directly with Mr. Whiteman in Washington by letter or telegraph.

Form PD-1A is an application for a preference rating certificate which will be serially numbered and carry a preference rating issued and assigned by the proper official in Washington. This certificate is available from Washington or local officer. It may be reproduced if the reproduction is exact.

PD-1A carries a certification to enable it to be extended. After you receive such certification from Washington, it must be put on your original orders you send to your supplier. The certification may be printed, mimeographed or typed on the original order or orders or it may be on a separate sheet and fastened to the original order.

Certification is as follows:

CERTIFICATION

Preference Rating.....is hereby applied pursuant to Certificate PD-1A, Serial No. (s)..... in accordance with priorities regulation No. 3., with which I certify I have complied.

(Address)
(Date)

(Applicant, Supplier, or Subsupplier)
(Signature and title of official)

Long Island Company on Honor Roll

THE Elsworth Oyster Company has been voted one of the "outstanding contributors to good living" in the United States, in a recent survey conducted by the Baretto Publishing Company, Carmel, California.

The "Sardiniers Island Salts" made famous by the J. and J. W. Elsworth Company of Greenport, are distributed in large quantities all over the United States every week, and until the outbreak of hostilities, were often dispatched to points far over the ocean. The Elsworth method of packing in a special container, surrounded with ice, and repacked in another larger, insulated container, assures the arrival of oysters just as delicious as when they left the Greenport plant. The Elsworth oysters will be listed on the honor roll of fine foods which will appear in the book "Run, Don't Walk to Gracious Living".

Traps Being Set

The skippers setting traps are well underway both on the South and North shores. The prospects are that prices will be very favorable. A few of the firms are engaged in defense work and will not engage in fishing this year.

Brown Business Sold

Capt. Daniel F. Brown of East Marion, who has been engaged in fishing for forty-five years, has sold his trap-fishing business to LeRoy G. Edwards, Jr. Traps are set at Orient Point.

Capt. Frank J. Tuthill

Capt. Frank J. Tuthill, dean of the commercial fishermen on Eastern Long Island, died at his East Marion home on March 13, following a several weeks' illness, at the age of 88 years. He began his fishing career at the age of 14, and retired when 74. For 35 years he was President of the Long Island Gunners' and Fishermen's Protective Association. Acting in the cause of protecting the commercial fishermen from adverse legislation, Capt. Tuthill made forty trips to the State capital at Albany to fight legislation that would be detrimental to the fishing industry.

GEORGE A. COLLEY

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and Marine Engineer**

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for forced ventilation

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A HATHAWAY WINCH Gives You These Features:

All gears enclosed, running in oil.
Streamlined, welded construction.
End vertical drive.
Double friction.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 W. Jackson Blvd.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.

Lester & Toner, Inc., Fulton Fish Market.

South Fish Co., 31 Fulton Fish Market.

Frank W. Wilkison, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

With the Vineyard Fishermen Landings Unusually Heavy

By J. C. Allen

MARCH, dropping below the skyline, never hauled clear of these bearings with such a chorus of "good riddance" since old Capt'n Jule Caesar got gaffed in the brisket! You can take it from the Wheelhouse Loafer who pilots this column, that not in generations, if ever, has such a cussed spell of weather been visited upon us here! There has been more wind and more fish than the oldest old-timer ever heard of and that's no exaggeration. And the funny part of it all is that in spite of devilish weather, high winds and low barometers, there has been a curious feeling in the air all the time that summer was just about due to break! Curious, as if the winter had been so tedious that it seemed longer than usual, or something like that.

"Sporadic" Fishing

The fishing, naturally, has been what the high-line columnists would call "sporadic" which is a six-bit word that means, as nearly as we can figure, "by fits and starts", which is a damsite better longshore English. And which is to say, that the gang shoved off and hove their twine, got blown to helengone out of water and ran for the nearest dry spot. There they took out, cussed the luck and started all over again. The times that anyone could lay to the gear long enough to make a real trip could be totaled up on the fingers of a one-armed man!

And yet, in spite of all that, there has been a pile of fish landed. The yellows have run as well as usual in most damp spots, although there has been an occasional squawk that they didn't come in as wide widths at times as the sea-skimmers like their soles. But for the most part we have heard very little complaint around the docks, and that's generally where you get it first.

Good Run on Cod

Cod struck inshore, better than they have run for years. Whether or not this is just a seasonable spurt that will die out in a few weeks, the Lord only knows and He won't tell. Anyhow, they are there now and have been for quite a spell.

Fishing Inshore

Now, as regards our local fleet, it might be understandable from the conditions we cite, that the heft of the fishing was done inshore. It was done inshore because, by Godfrey, there wasn't time to run any farther and still have time left between blows to set the gear! So when some lad took a chance, and made the outer ground, he found that the fish had begun to school and brought the news home. All hands headed offshore, and for the first time in the month they didn't strike more than half a gale. They stuck to the job and that week, of the 19th, landed the most fish at Woods Hole that Sam Cahoon ever hoisted out! New Bedford hailed about double that amount and together, from Sunday until Thursday noon, the total of yellowtails was an even million pounds!

Drop in Market

As usual a yell went up that you could hear clean to hell's kitchen, that the market was all shot, and it did drop, like a goosefish into a hatchway. But after all the dust had settled and the decks had been washed down, we did a little checking to find that in spite of all that, plus the return to action by the Boston fleet, the lowest price paid was still darned near double what the prevailing price was a couple of years back, and that was paid only for a small part of this haul! So, taking things full and by, it doesn't seem as if the gang had too much to yell about.

Few Lobster Pots Set

Locally, the first of the lobster-pots were dumped overboard about the nineteenth. Only a few, just to get a line on things. But the water is still so cussed cold that the starfish are still wearing mittens, and the pollock all have laryngitis. Our oldest weather prophets all swear, however, that spring will break overnight, with summer weather landing aboard of us all spraddled out. It seems as if it ought to, everything considered, but the barometers have gone so low and stayed there so long that it looks as if they were frozen there. As long as they don't rise, be cussed and be blown if we believe the weather will change much.

New Brunswick to Market Large Size Herring

By C. A. Dixon

MORE good news for Southern New Brunswick fishermen, factory workers, and boatmen, is contained in the announcement that H. W. Welch, Ltd., owners of the sardine cannery at Fairhaven which is operated the year round, except for a brief Christmas holiday period, will pack sardines of the larger sizes in round cans at the company's fish-canning plant at Wilson's Beach, Campobello. Work on the plant in the form of reconditioning and installing new equipment has been under way for some time past and much interest is being evinced in the development. The demand for canned fish of every kind, including regular sardines and those packed in oval and round cans, is unlimited, owing to the call for goods for shipment to Great Britain. During normal seasons literally thousands of hogsheds of fish of sizes a little too large for regular sardines are available, but there has been a limited sale for them, until last year when everything in the shape of a herring could be disposed of at satisfactory prices. Some years, however, during the summer months there has been a very limited sale for the large sized fish. Now that Moses Pike has converted the fine sardine factory at Eastport, Maine, known as No. 3., a former factory of the Seacoast Canning Co., into a plant for canning herring in round cans, and with the additional market to be furnished by H. W. Welch, Ltd., at Wilson's Beach, if fish of the larger sizes should become plentiful a good market will be available to the fishermen catching them. It may be possible that even additional outlets will become available as time goes on.

Sardine Season Looks Favorable

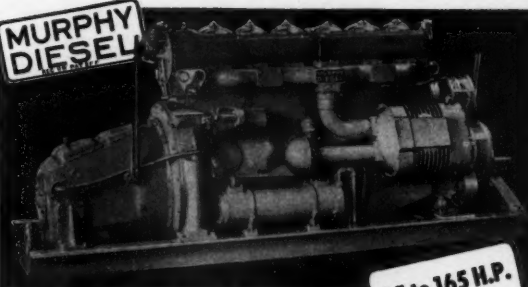
With prospects bright for the 1942 sardine season, there has been considerable unusual activity during March in the waters of southern New Brunswick, as scores of large fish carriers of the sardine boat class gathered at points along the mainland shore of Charlotte County, chiefly in the Beaver Harbour-Lepreau region, in search of fish—and they were not disappointed. The Maine factories at Eastport, Lubec and other places in Quoddy, started off with a bang as 400 hogsheds were received the first day of the legally lengthened packing season (March 1.) and during the next three weeks fairly good quantities of sardines were sold by the Campobello and Grand Manan seiners to the Maine canneries, in addition to those disposed of to the Canadian factories at Blacks Harbour and Fairhaven, N. B. The fish school shifted offshore toward the latter part of the month, however, or else sought other feeding areas, for only minor quantities of herring were caught, with the consequent slowing down of packing operations. Now, however, it is reported that sardine herring have struck in Machias Bay and that the boatmen are freighting them from Machias to Lubec and Eastport. It is expected that the school of fish in Canadian waters is on the move and that ere long the weirs at L'Etang, Back Bay and Deer Island will be catching fish, and possibly those at Campobello and St. Andrews. Weirs on the Perry, Me., shore usually get fish early in the spring, also.

Addition to Sardine Fleet

With the upswing in business conducted by every branch of the fishing industry comes the building of new boats, and one of the finest launched in recent years, said to be the largest one of its kind turned out by Linden Tewksbury of Leonardville, is that built for Capt. C. Guptill, of Grand Harbour, Grand Manan. This craft was launched in March. It is fifty-seven feet long and fifteen feet wide, and makes a fine addition to the sardine boat fleet.

Good Scallop Season

Scallop fishermen of Grand Manan secured fair returns for their labor in March, owing to high prices which are said to have averaged the fishermen more than \$3.25 a gallon. Others got a great deal more for their shellfish in separate districts, it is said. The Grand Manan men operated their drags in local waters and at the Wolves Islands, in the Bay of Fundy.



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More Power - More Profit **85 to 165 H.P.**

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CARTER'S VICTOR BRAND OILED SUITS

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Set Your Course With **EDSON** DEPENDABLE STEERERS



Complete Steering Equipment Including
Wheels - Quadrants - Chains - Sheaves - Shock Absorbers
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MARINE BARGAINS

40' x 10' 9" x 4' Dragger, fully equipped, now in commission, Kermath gas powered—all in very good condition for quick sale \$1,200. 82' x 19' x 9' Dragger, 225 hp. Cooper-Besemer, full equipment, now in commission—write for details. 125 hp. Gray eight cylinder with reduction gear, fine condition \$275. 300 hp. Fairbanks-Morse C.O., rebuilt, \$4,000, and many others. 9' Card compass, like new, \$32.50. Propellers of various sizes, Reverse gears, etc. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

BUDA DIESEL

Buda Diesel, 6 cyl., 60 to 85 hp., Model DMR 415, 2:1 reduction gear, good running order, just overhauled. Price complete \$800. C. G. Forsberg, 12 Norton St., Freeport, L. I., New York.

SAILS

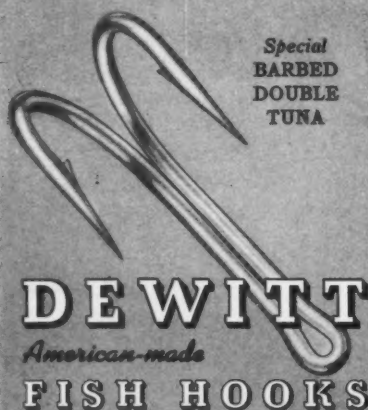
For sale, 2 suits of sails from a 90' schr. yacht. F. F. Upson, Sailmaker, New Haven, Conn.

TRAP BOAT

Trap boat *Angler*, 41 ft. 6 in. long, 15 ft. wide, and 4 ft. 6 in. deep, 4-cylinder 36 hp. Standard Gas engine. Price \$600. A. E. Vail, East Marion, N. Y.

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Production of these fine hooks for the service of the fish food industry, now nearing a quarter-million per day, is being stepped up rapidly. Tooling priority is naturally granted for the styles and sizes for which the greatest need is registered.

Will you, therefore, let us know your normal yearly requirements by style and size?

We shall, in acknowledging your courtesy, advise you promptly of the styles now available or scheduled for early release.

Bill DeWitt Baits

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In Several Sizes
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